

# ALL HANDS

AUGUST 1991



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Training  
future  
trainers

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PH3(DV) David Campbell, a member of the Navy's underwater photo team, hands an underwater 16mm motion picture camera up to a boat after completing a training dive. The underwater photo team is based at Naval Amphibious Base Little Creek, Va. Photo by PH1(SW) J. Alan Elliott.



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# ALL HANDS

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Photo by JO1 Lee Bosco

## Port harbor security — Page 24

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**Front Cover:** A USS *Forrestal* (CV 59) blue shirt uses a tiller bar to guide a TA-4J *Skyhawk* to the catapult. See story, Page 28. Photo by PH1(AC) Scott M. Allen.

**Back Cover:** A small boat from Port Harbor Security Group speeds through Bahrain harbor. See story, Page 24. Photo by JO1 Lee Bosco.



# News You Can Use

## ***Pay and allowances***

### **SGLI doubled for sailors**

All Navy members, including reservists, are now automatically insured for \$100,000 under the Servicemen's Group Life Insurance (SGLI) increase which took effect April 6, 1991. Previously, the maximum SGLI coverage was \$50,000, until the President signed the change into law as part of the Persian Gulf Conflict Supplemental Authorization and Personnel Benefits Act of 1991.

Because of the automatic feature, sailors who elect less than the \$100,000 coverage, or no coverage at all, must do so in writing through their military personnel office.

While the premium rate remains the same (eight cents per month, per \$1,000 of coverage), actual deductions taken from participant's paychecks are now doubled as a result of the doubled coverage. The premium for the full

\$100,000 is now \$8 per month, compared with the old rate of \$4 per month for \$50,000.

The premium increase took effect on the same date as the increased coverage; however, the first payroll deduction was to have occurred July 1, and retroactively covered the previous three months. This means that sailors enrolled in Direct Deposit System (DDS), should have had \$12 less on their Leave and Earnings Statements (LES) or a total SGLI deduction of \$16 on July 1. Because sailors have already paid for April, May and June under the old rate of \$4 per month, the July 1 deduction covers only a three-month retroactive increase for a total deduction of \$12. An additional \$4 is deducted from sailors' pay to cover the first pay period in July, after which the deduction was standardized at \$8 monthly. Sailors not enrolled in DDS should have seen the first deduction increase in their July 15 paychecks.

Records show that 99 percent of all Navy members elect full SGLI coverage, which is the most inexpensive and convenient life insurance available to military members. □

### **U-Haul brings its services to Navy bases**

U-Haul is bringing its services to 38 Navy bases throughout the continental United States and Hawaii, as a result of a contract between U-Haul International and the Navy Resale and Services Support Office. U-Haul began operating on bases May 1, and offers a wide selection of trucks, vans and trailers for rental.

U-Haul connections will help service members save money when moving under the Department of Defense Do-It-Yourself (DITY) program, which allows military personnel to perform a self-move, and be reimbursed up to 80 percent of the cost of a commercial move.

Some free extras offered to service members include one free month of storage at destination, one extra day on all one-way rentals, free use of

36 furniture pads with a van or truck rental and free use of 12 furniture pads with a trailer rental. Other extras include free use of a utility dolly, free use of a how to make a DITY move video cassette and a free moving guide book.

At smaller installations without an on-base U-Haul truck rental facility, sailors can receive these benefits by filing paperwork and paying rental fees with the U-Haul Customer Referral Program at the local Navy Exchange. The truck and/or equipment is then issued by a nearby off-base U-Haul center. Sailors interested in a DITY move should contact their transportation office for details. With the resources of U-Haul and the reliability of the Navy Exchange, a do-it-yourself move can be smooth and trouble-free. □



## CHAMPUS automated NASs delayed

The effective date for Civilian Health and Medical Program of the Uniform Services (CHAMPUS) automated Non-Availability Statements (NAS) has been delayed until Oct. 1, 1991.

When the new automated system becomes effective, it will no longer be necessary to send a copy of the NAS with CHAMPUS claims for non-emergency inpatient care provided by a civilian hospital when CHAMPUS is expected to be the primary payer. The only valid NASs will be those entered electronically into the Defense Enrollment Eligibility Reporting System (DEERS) computer files.

However, even under the new automated system, users of civilian health care facilities within a military hospital catchment area (a radius of approximately 40 miles) are still required to obtain an NAS from their local uniformed services facility's health benefits advisor. The automated system only eliminates the need to send the statement with the claim.

For NASs issued before Oct. 1, 1991, the system will work as it always has — the NAS will be submitted with the CHAMPUS claim. □

## Revised uniform regulations

A complete revised manual of U.S. Navy Uniform Regulations (NavPers 15665H) is in distribution to all commands.

This 1991 edition includes uniform policies approved through March 1, 1991, including wear of dinner and full dress uniforms; service dress whites for E-1 to E-6 women; and the wear of utility green and camouflage clothing.

Upon arrival, discard or recycle the old manual, along with any old NavOp and NavAdmin uniform change messages. □

## NPS Alumni Association

The Naval Postgraduate School in Monterey, Calif., is forming an alumni association to provide a network and a platform for sharing ideas among NPS alumni.

Graduates interested in joining the association are asked to send their name, rank, address and NPS curriculum with date of graduation to: Superintendent, Code 0418, Naval Postgraduate School, Monterey, Calif. 93943-5000. □

## Personnel issues

### Sexual harassment concerns

Sexual harassment is a continuing concern in the Navy that must be taken seriously. The *Update Report on the Progress of Women in the Navy* found that while the majority of Navy women and men recognize the Navy's efforts to eliminate it, sexual harassment occurs too often.

The most common forms of sexual harassment reported are unwanted teasing, jokes, remarks, questions and gestures. The report's recommendations are aimed at clarifying the definition, developing a single data base for complaints and continuing Navywide training that emphasizes mutual respect.

Victims of sexual harassment are reminded that the Navy has a system for help. Refer to OpNavInst 5354.1C for grievance procedures, or call the Navy IG Hotline at Autovon 288-6743; commercial (202) 433-6743 or 1-800-522-3451. □





# Women in combat

## *CNO, service leaders testify on Hill*

Chief of Naval Operations ADM Frank B. Kelso II joined other service chiefs, the Assistant Secretary of Defense for Force Management and Personnel, selected service members and others testifying on the roles of women in the armed forces during a June 18 hearing of the Manpower and Personnel Subcommittee of the Senate Armed Services Committee.

Prompted by earlier action in the House of Representatives, the Senate is weighing possible changes to the federal law that currently prohibits assignment of women to combat units. As passed in 1948 and amended in 1978 to permit assignment of Navy women to non-combatant ships, the law presently states, "Women may not be assigned to duty in vessels or in aircraft that are engaged in combat missions, nor may they be assigned

to other than temporary duty on vessels of the Navy except for hospital ships, transports and vessels of similar classification not expected to be assigned combat missions."

In its version of the Defense Authorization Bill for FY91, the House of Representatives voted recently to amend that law to permit — but not require — the services to assign women to combat aircraft.

Considering a similar proposal in the Senate, Manpower and Personnel Subcommittee members asked witnesses to comment on whether there should be a distinction between types of combat duty that might be opened to women; whether there is a difference of opinion between women officers and enlisted women concerning combat duty; the possible impact on future recruitment of women; and

whether women would be required to register for the draft.

While suggesting a "thorough reconsideration of policy" regarding women in combat, Sen. John McCain cautioned against what he called "a hasty reversal of policy." The retired Navy pilot and former POW said, "There are many philosophical and practical questions regarding women in combat. I advise all of us to keep an open mind as we weigh equal opportunity and fairness against combat effectiveness."

Subcommittee chairman Sen. John Glenn, a former Marine Corps pilot and astronaut agreed: "The bottom line is, will combat effectiveness and national security be unchanged if we grow to a 50 percent female force?"

McCain cited the "high degree of professionalism and devotion to





U.S. Navy photo

Service chiefs recently told Congressional leaders about the effect of expanding the roles of women in combat, which would give greater opportunity to women aviators (left) and in non-traditional rates (above), as well as traditional fields (below).

duty" exhibited by the 35,000 women who participated in Operations *Desert Shield/Storm*. "Our country has taken a great deal of pride in that," he said.

Kelso echoed that praise in his testimony. "The war in Iraq provides visible examples of progress that women in the military have made during the past two decades," he said. "The fact that the female officer and sailor performed in an outstanding manner was certainly no surprise to those of us who serve with them each day."

Like other service chiefs, Kelso expressed some reservations about proposals to remove combat restrictions for women. He also noted that the change proposed by the House of Representatives would present inequities, allowing the Navy to assign women pilots aboard combatant ships as "aviation officers," but not in ship's company or as enlisted air crew members in embarked aviation units.

"It's my personal view that the law should remain as it stands. I also certainly understand and appreciate that

this is an issue for the American people and the Congress," Kelso said. "I do it with some personal worry about the young woman who wants to fly an airplane in combat or wants to ride on a ship, and I understand the anguish that that might give her.

"If the Congress chooses to change the law, or the department chooses to change the policy," Kelso added, "I'll do everything in my power to implement that law or that policy to the very best of my ability to ensure that all receive that opportunity."

Marine Corps Commandant Gen. Alfred M. Gray told senators that he supports the combat exclusion law as it is.

"We in the Corps see no need to change anything," Gray said. "Things seem to be going extraordinarily well."

A Navy lieutenant and a master chief petty officer were among eight service representatives invited to share their personal experiences and opinions during the hearing.

"Women should be allowed into any position that they qualify for," said Master Chief Electrician's Mate (SS) Richard Frey, command master chief of Naval Training Center Great Lakes, Ill. LT Brenda Holdener, a pilot

with Helicopter Combat Support Squadron 4, agreed.

Marine Corps Gunnery Sgt. Jean Amico said that most Marine Corps women are not seeking combat roles. "We do not wish to carry a rifle and lug a pack around and live the way the grunts do," she said.

The chairperson of the Defense Advisory Committee on Women in the Services, Becky Constantino, testified that "the time has come for the services to open more positions to women, which will make them more efficient and effective." However, she acknowledged that some areas will "most likely still be closed to women — based on substantial rationale — even if the exclusions are repealed."

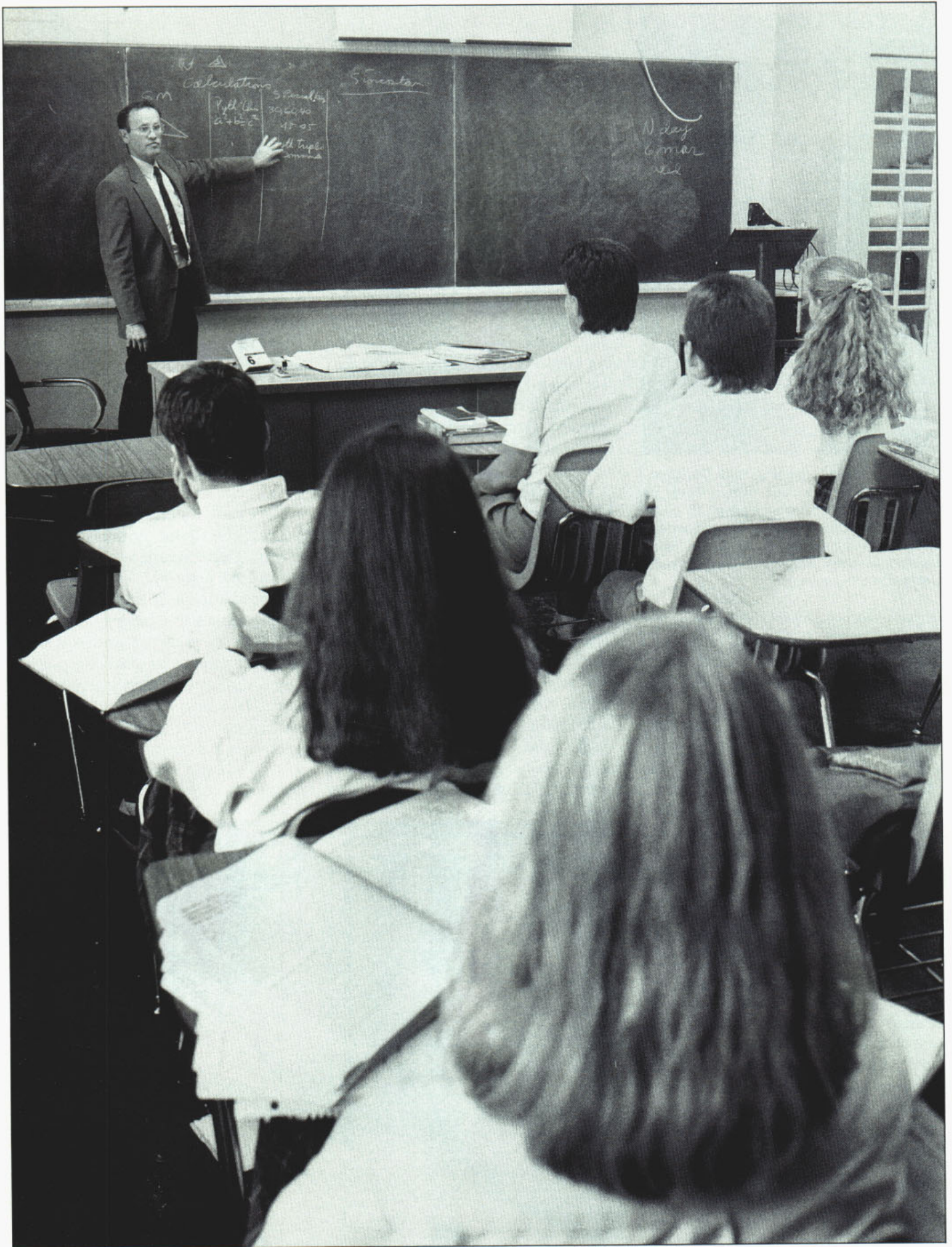
Assistant Secretary of Defense Christopher Jehn emphasized that "combat effectiveness and readiness is our first priority." He emphasized the need for DoD flexibility in implementing any changes.

"What we clearly want — if there is any change — is a law that affords DoD maximum flexibility," Jehn said. He added that any new rules that may result from congressional action would be implemented "over several years and in an orderly, deliberate manner." □



U.S. Navy photo







# Battle stations

## *Sailors summoned to the education front*

Story by JO2 Andrew I. Karalis, photos by PH1(AC) Scott M. Allen

After success in the Persian Gulf War, some service members are now being called to battle on another front. The innocent victims in this war zone are America's own children struggling in their fight for a good education.

Over the years, the American education system has encountered new challenges. Shortages of teachers abound in many geographic areas, and certain subjects such as English as a second language, math, physics, chemistry and special education, are experiencing a dire need for reinforcements all across the country. Some people have estimated that by 1992 there will be a teacher shortfall in the United States of almost 300,000. By the year 2000, with current teachers working toward retirement, the nation will need more than 1.5 million.

In 1986, President Ronald Reagan, Secretary of Defense Caspar W. Weinberger and Secretary of Education William J. Bennett started a program of personalized initiatives, whereby Weinberger and Bennett wrote a joint statement to encourage military people to consider teaching as a new career after retirement.

Why should the armed services get involved in education?

"We military folks are really super: we have leadership skills, we've been dealing with youth for a long time, we have group dynamic skills, and we have very, very fine subject areas of

proficiency and experience," explained LT Mary C. Murphy, program developer for the Navy's Teaching As a New Career (TANC) program.

"The Navy is not solving anyone's problems," Murphy said. "We see ourselves as helping educators. We are helping them to alleviate teacher shortages and to raise the education quality of America's youth."

A study by the National Commission of Excellence in Education documented the problems of America's educational system — its curricula, overall student achievement and teacher aptitude. The performance of American students on standardized tests is dangerously low when compared to students of other industrialized nations. We scored last in seven of 19 tests, never scoring first or second. Eighth-graders were in the bottom 10 percent in mathematics, and 12th-graders scored below average in all areas. According to Bennett, the time to change all that is now.

"Many men and women who served in uniform have developed excellent leadership and teaching skills. If they will consider turning some of their experience and knowledge to teaching, it would be a good thing for our schools, our children and our nation," Bennett said.

The TANC program offers a way to help our nation's future by helping them start a new career in education. TANC is open to officer and enlisted service members who hold a bachelor's degree and are within four years of retirement; have retired from the military within the last five years; or are reservists, military spouses or other government civilian employees

nearing retirement.

The Navy endorses teacher certification programs that are flexible and reasonable in their requirements, yet maintain high academic standards. Such programs also recognize occupational experiences of Navy personnel making the change to a new profession in teaching. Presently, TANC programs are underway or planned at about 12 colleges and universities in the United States near locations with a high concentration of naval personnel, such as San Diego, Norfolk, Pensacola, Fla., and Washington, D.C.

For three retired naval aviators now teaching at Paul VI High School in Fairfax, Va., CDR Robert D. Connolly, CAPT John C. Clinton and CDR Norbert "Bud" Commons, the transition from a military career to a career in education came about in three different ways.

Connolly retired from the Navy after serving on active duty from 1946 to 1972, and entered the civilian sector as a research engineer for Sperry (now Unisys). "I enjoyed research and science because I was trained for that in the Navy, and I put it to reasonably good use in civilian life," he said. "But, ultimately, I got tired of seeing the same problems and same solutions [were] not always accepted, so I decided it was time to not take that venture anymore." Connolly had already taught for a number of years in the Navy, so it was natural for him to look in that direction in the civilian sector.

"I enjoyed the teaching part; the experience was something that really paid off [for me]," said Connolly, who teaches photography, aviation funda-

**Left: "Bud" Commons explains the principles of math to his students at Paul VI High School in Fairfax, Va.**



# New career

mentals and technical drafting. "And I've already used it in the Navy. Once you learn it, it's like riding a bicycle. You never forget it. The techniques are the same whether you're teaching people bomb damage assessment or stereoscopy or whatever. You give them that old Navy treatment: 'Tell them what you are going to tell them; tell them what you told them; and give them a quiz.' If you've been through any Navy school, you know what I mean."

John Clinton's reasons for becoming a teacher were a little different. Having received the benefits of "free" education in high school, a college NROTC scholarship and attending the Navy's postgraduate (PG) school, the 29-year Navy veteran said, "That made a tremendous difference in what I was able to do with my life, and I thought it was about time for a payback. Perhaps I could give some of the youngsters a feel for how fulfilling learning can be and help them along the path that I took to more fulfillment in life as a result of education."

Clinton attended George Mason University's intensive career transition program in Fairfax to get certified as a physics teacher. He said the "switcher" course was for career professionals changing from a scientific career into teaching science. Practice instruction, teacher observation in classroom settings and substitute teaching for the county were all done in Northern Virginia-area schools before Clinton received full certification.

"I chose to pick up a new career after 30 years and do something different, which was also contributing to the progress of our young folks. And I'm teaching in a subject [physics] where we have a real [need], certainly an urgent need to give our youngsters a familiarity with and a good feel for some of the technical, scientific things that are going on in the world. I try to do that based on my background and experience, not exactly

'sea stories,' but I can bring a lot of my experience to bear on what we are teaching day-to-day and try to make physics relevant to them.

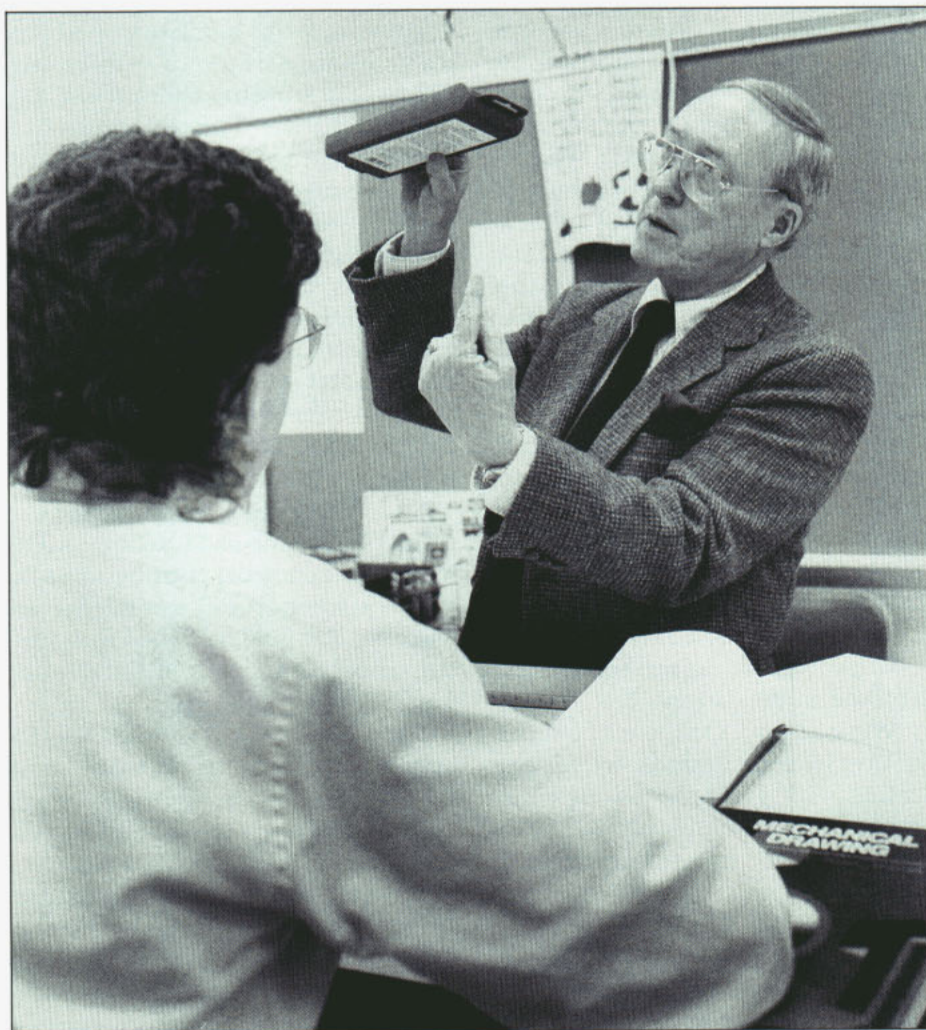
"When we talk about accelerations, it's very engaging for them to hear me talk about catapult shots on a carrier because I was a carrier aviator," Clinton explained, "and how many 'G's of acceleration' [units of acceleration equal to the acceleration of gravity] you got and how rapidly you reached flight speed and so on. I think it's helpful to be able to speak to those topics from a position of practical experience, rather than a more academic-oriented, sanitized, less-interesting approach. The youngsters respond more meaningfully to experience rather than to dry academic

type data — that helps them develop a sense of ownership for that information, use it and keep it."

Bud Commons on the other hand, always had it in mind to do his 20 years in the Navy and teach after he retired. His father and his brother had done exactly that — after making commander they retired and taught school.

"When it [retirement] got pretty close, I started looking around for what I had to do," Commons said. "I enrolled at George Mason [Univer-

**Below: Bob Connolly illustrates the aviation fundamental of lift. Right: Physics becomes more meaningful for students when John Clinton helps them visualize a concept.**







sity] and started taking courses to be a teacher. They surveyed my transcript and said I had all of the math that I needed, because I have a master's in systems analysis from Navy PG school, but I had to take certain teaching courses. Then one day, I attended a seminar from George Washington University [GWU] held at the Pentagon, and found I only needed to take four courses at GWU instead of the seven or eight courses at George Mason. So I switched over to GWU and went through their program, which was specifically geared toward career transition."

Teaching wasn't new to Commons who, as a P-3 naval flight officer, had been head of the training department for his aircraft wing. He had held aircrew, safety and weapons training countless times and had briefed 25 to 30 "stars" [admirals and generals] a number of times in his 22-year career. But he found that trying to teach math to a room full of 14- and 15-year-olds was, "far more tense than anything I had done. I was terrified, and it showed in my voice. But it got better after the second and third day,"

Commons admitted.

"I pride myself on getting positive feedback occasionally, by doing a lot of different things in my class — not just one kind of presentation. Sometimes we do group stuff, sometimes individual. Every now and then I do what I call 'silent teaching,' where I don't say a word. I just put problems on the board and periodically put a question mark and somebody's initials next to it. They should be watching and know what to do so they can provide the answer. It's amazing how much attention you get from kids when you're not talking at all. But I do try to change my method of teaching regularly because different kids learn in different ways."

Advice for those interested in making teaching their new career from all three teachers includes getting started early so that you don't rush into anything. Finding out if you like to work with kids is another key element to success as a teacher. Try teaching while in the Navy to see if you like it, or volunteer with the Navy's "Adopt-a-School" program somewhere near your base. Use tui-

tion assistance or GI Bill benefits to offset your education expenses.

Get your teacher's certification and use all the knowledge you gleaned through real-life experiences in the Navy to make learning for our nation's children essential to their growing up and taking care of the country and the world's future. Without your help, who can they turn to?

For those who have military experience under their belt, to start a new career and become a teacher takes a desire to serve our country yet again. Teaching can be a productive and rewarding occupation for people making the transition from military to civilian life.

In direct correlation to overall efforts expended by educators, the country's future as a whole can either progress, stagnate or regress. Wouldn't you like to be part of a winning team again? □

*Karalis is a staff writer and Allen is a photojournalist for All Hands.*





# Crossing the Rubicon

## *Navy corpsmen roll into Kuwait*

Story and photos by JO1 Lee Bosco

*On the bank of the small stream called Rubicon, Julius Caesar marshaled his troops. He knew that, for his army, this was the point of no return. Across the water lay Rome, his target. "We may still retreat, but if we cross this little bridge, nothing is left for us but to fight it out in arms."*

*From that moment to the present, committing oneself to a dangerous course of action from which there can be no turning back has been known as Crossing the Rubicon.*

In the dusty tent, out of the desert sunlight, LT (Dr.) Steven Mackey tells Hospitalman Kevin Waterman to assemble a pair of crutches. Mackey lifts a young Marine's ankle and, as the Marine grimaces, begins to wrap the swollen foot in a bandage.

"Volleyball . . . that's what provides us with our patients these days," he says with a frown. "Don't get me

wrong, I'm pleased that we received so few casualties in this war, but we were prepared for the worst, and the adrenaline is still pumping. It'll take a while to get back to a slower pace."

He's referring to the lightning speed of the ground war against the occupying Iraqi army. The cease-fire is barely a week old, and the 2nd Marine Division is now entrenched north of Kuwait City.

"It was three days of non-stop motion," Mackey said. "We got the word to move, and everything started at once. I couldn't believe how well it was going."

He and his five-man team of Navy hospital corpsmen rolled into Kuwait at the beginning of the ground campaign with the 2nd Marine Division of the 8th Marine Regiment. The division lost two men and had seven wounded during the entire operation — a remarkably low number considering the hundreds of thousands of enemy



soldiers laying in wait for U.S. forces.

"Low casualties are what we pray for. No casualties would have been a miracle," he said. "It's really a tribute to the training the Marines did in Saudi Arabia before the ground war and air war."

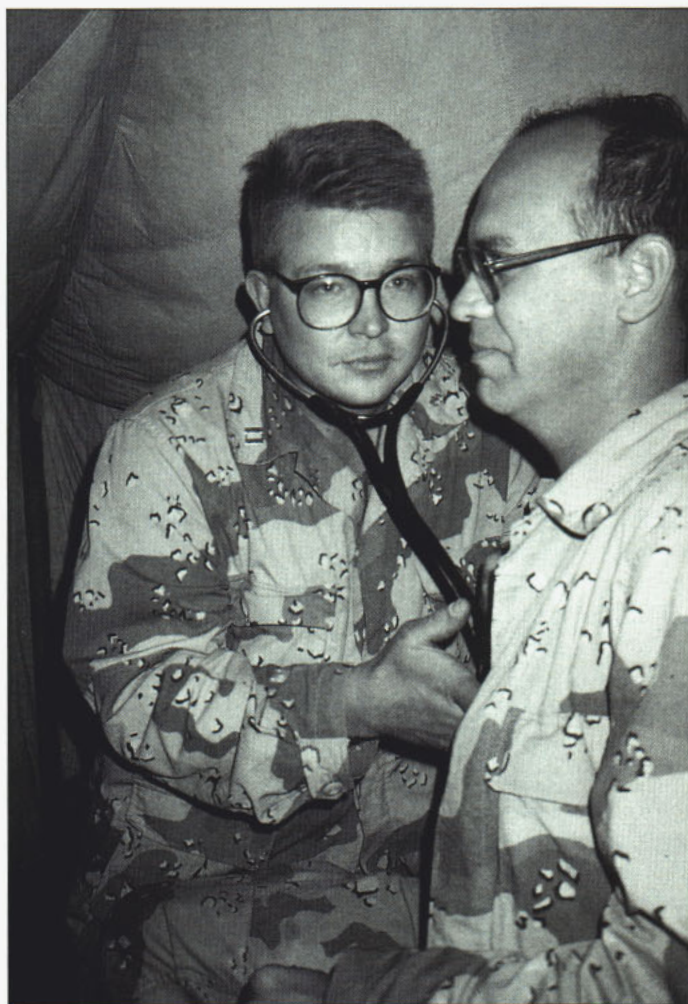
Senior Chief Hospital Corpsman John Schuchart is an expert on the air war even though he admits he didn't see a single bomb fall.

"I saw the results . . . holes in the ground, burned up vehicles and shell-shocked Iraqi troops," he said. "The pounding the Air Force and Navy jets put on those people was tremendous — just the thing to really soften them up."

"We were very busy just prior to the ground war . . . not treating allied soldiers, but Iraqi Enemy Prisoners of War [EPW]," Schuchart said. "Three hundred of them . . . scared, skinny and looking for a place to lie down. The air war had really taken a toll on them, and they were grateful for the humane treatment the Americans were giving them."

"We had a Kuwaiti medical student as our interpreter. From what I gather, none of the Iraqis we treated were very enthusiastic about the fight they'd gotten themselves into, but they were enthusiastic about the bombs — a lot of ringing in the ears. After a month of explosions they were glad to hear it come to an end," he said. "When they gave up, they were so relieved that they had weathered the bombing because they all knew soldiers who hadn't."

"The EPWs were surprised at the kindness with which they were treated by the Marines and soldiers who captured them. 'George Bush good' and 'Thank you, Americans' was all the English some of them knew, so they



Far left: Corpsmen consult a map in preparation of an upcoming move. Above: LT Mackey examines a patient in his makeshift office north of Kuwait City. Below: Shortly after the cease-fire, signs began to pop up all around the tent city. Those signs reflected the opinions of each Marine and sailor after a job well done.





# Corpsmen

kept saying that over and over again.

"I knew that once the ground war started it had to be done the right way. After seeing the condition of those who came across before our troops rolled into Kuwait, I figured that we'd be able to handle the forces against us, but no one could have imagined it would go so well," said Schuchart.

The beginning of the ground war was an anxious time for the corpsmen.

HM3 Paul Bise remembers, "I was just hoping that we didn't get the numbers of wounded that we were told to expect — 60 per day. We got nothing near it, but with everyone on the move, if the Iraqis put up a fight, we would have been busy."

The corpsmen were called upon to treat wounded Marines before the casualties were evacuated to Fleet Hospital 15 in Saudi Arabia.

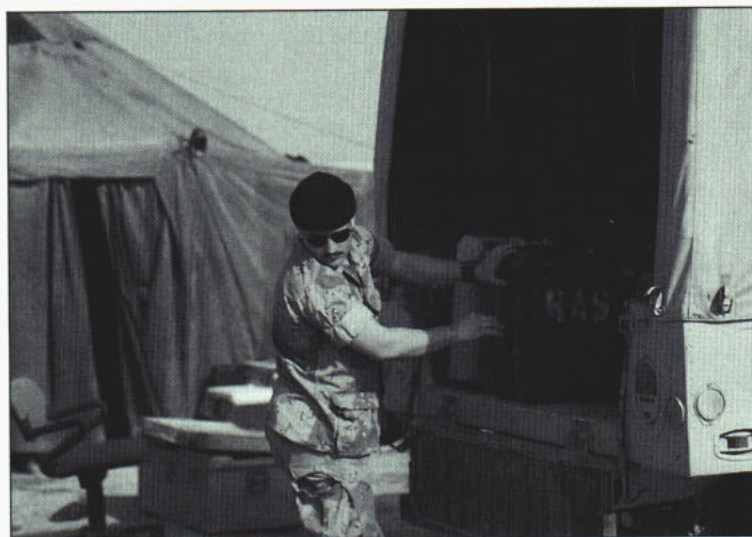
"We treated mostly shrapnel wounds from grenades. We treated some brave Marines who, although wounded, wanted to keep going," said Mackey.

As casualties came in during the three-day sprint across the besieged Gulf state, the corpsmen treated, stabilized and transported the injured.

"The system worked," said Schuchart. "We got them ready to be moved, and they were airlifted to the fleet hospital. This operation worked the way it was set up. We trained and made it happen the way we trained."

The training, prior to hostilities, was mentioned by each of the medics. "We acclimated physically and mentally," said HN Jay Dowdy. "We had time to prepare. It wasn't like 'jump off the helo, climb a hill and the battle was all around you.' We all knew what to expect and what our jobs were. This thing has made us a really together outfit."

Even though the fight had ended, Mackey was still concerned about war-related injuries. "The Iraqis left all kinds



**Top:** A corpsman loads his truck as orders to move out are received. **Right:** The red cross on the vehicle is a familiar symbol, but the inverted "V" was an allied sign of a friendly vehicle and kept corpsmen from becoming targets.





of mines. As a matter of fact, we are sitting very close to a mine field right now. This base camp is only temporary. Marines are out checking our next location now, and we'll probably move out tomorrow.

"The important thing that everyone keeps stressing is, 'Don't go into unmarked areas,' and 'Don't pick up any ordnance or souvenirs.' We made it through the war, and it would be a shame now to lose anybody because of a mental lapse."

The men arrived in Saudi Arabia on Christmas Eve and celebrated Easter in the desert. Holidays, especially such traditional holy days, are tough on Marines and sailors here. "At Christmas this was a brand-new experience. We missed our families, but our minds were occupied," said Mackey. "But Easter was harder. We know that it's a little early to think about going home, but the war is over and once we're sure the Iraqis aren't going to try anything else we should be going home. All the forces feel that way."

With the afternoon sun drying freshly-washed camouflage fatigues, the corpsmen begin packing up in anticipation of the call to move out. "I suspect we'll get up to the border, maybe into Iraq, and establish a permanent base camp until the Kuwaitis get back on their feet."

"I hope we *do* go into Iraq," said Waterman. "Us crossing that border will let those people know how the Kuwaitis felt to have an army in their backyard."

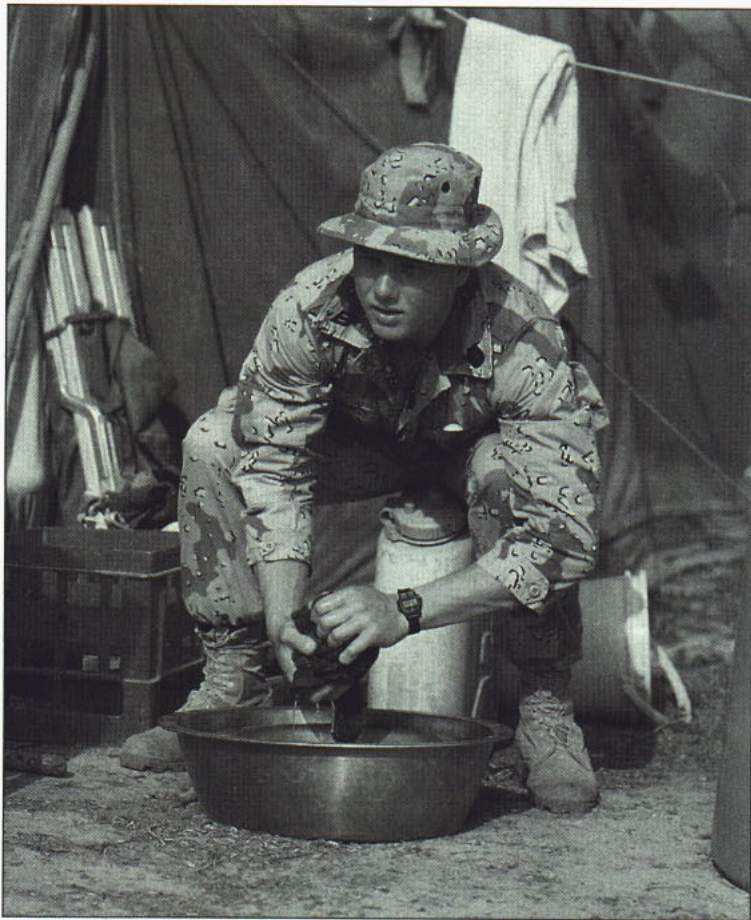
Maybe Schuchart explained it best, "A lot of people are saying it was over so fast that it almost doesn't seem like it really happened. This war happened, and it was over quickly because it was fought smart."

"I saw proof that it happened — wounded Marines. If anyone tells you that this was easy, don't believe them. A lot of people worked long and hard to make this look easy, but war, even a short one, is a difficult thing."

The difficult thing is in the past for the medics. They crossed into Kuwait and will soon move into Iraq. The dangerous undertaking was completed without the slightest thought of retreat.

*They stood at the stream and knew that a General crossing the water in arms was an act of war. At last Caesar, lost in thought, looked up and said, "The die is cast." The Roman legions followed him across the Rubicon, and the civil war that would make Caesar master of Rome was begun.* □

*Bosco is a staff writer for All Hands.*



**Left:** Life in the desert with the Marines. Navy corpsmen stationed with ground forces must endure the same arduous conditions that the Marines face. **Above:** Stopping long enough to hand-wash clothing, the corpsmen were grateful for the "down time."



# Painting a new picture

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*Haze gray and red lead aren't the only hues in the color scheme of today's boatswain's mates.*

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Story by JO1 Steve Orr

It wasn't so long ago that the title "boatswain's mate" conjured up images of a paint-splattered seaman armed with a chipping hammer in one hand and a paint brush in the other with a tattoo on a bulging forearm — favorite colors: red lead and haze gray.

Because of that picture, boatswain's mates of the past were painted into corners as "deck apes" and "deck techs." Members of the Navy's oldest rating will tell you that they are responsible for many "down and dirty" jobs such as deck and hull maintenance and preservation. However, the scope of their jobs encompasses much, much more — from running underway replenishments on ships to driving liberty boats. A few are even given command of small vessels.

The knowledge involved in the rating goes beyond what may normally be expected of any other job specialty. Boatswain's mates must know the skills of an aerographer's mate, gunner's mate, signalman and quartermaster, just to name a few. They must also possess the social skills of a dancing master.

They are the enlisted keepers of Navy protocol, providing honors for ceremonies such as retirements and changes of command. They even keep old traditions alive on a daily basis, as evidenced by the use of the ancient boatswain's pipe over a ship's modern announcing system.

The opportunities for today's boatswain's mate are as vast as the hull of USS *Inchon* (LPH 12) — and include far more than chipping and painting.



Photo by PH3 Peter Dunn



Yet the negative image of the professional paint chipper persists, despite the fact that no matter where you turn, there are people in today's Navy that will knock the stereotype on its ear.

One person who has bucked the stereotype, BMC(M)(SW) Carey Dubberly, encountered the attitude early in his naval career. Dubberly serves as command master chief for Special Boat Unit (SBU) 20, part of Special Boat Squadron 2 out of Naval Amphibious Base Little Creek, Va.

"I came into the Navy in 1965 as a radarman," Dubberly said. "What I really wanted to do was drive boats. I told the operations officer at my first command, USS *Rockbridge* (APA 228), what I wanted. His answer to me was 'Nobody wants to be a dumb boatswain's mate.'"

This didn't deter Dubberly from accomplishing his goal. He became a boatswain's mate and was driving tugboats as a petty officer second class. "That was a job usually handled by a first class or chief," he said proudly.

Now Dubberly is in charge of young sailors, including boatswain's mates, electronics technicians and enginemen, who operate boats in support of intelligence, communications and Sea, Air and Land (SEAL) team insertion operations.

"I really like what I'm doing," he said. "I feel this job offers me advantages that I wouldn't have enjoyed if I had

not become a boatswain's mate.

"One of the biggest pluses for me is that I can work outdoors. When I was on heavy cruisers, all we did was chip and paint the bulkheads and work on the decks. I never could stand to work indoors."

Another thing Dubberly enjoys is the caliber of the sailors who work for him.

"The guys who work on this job are not regular sailors," he explained. "They have to know so much, from weapons to electronics and more. These guys even have to be ready to step in and take over if a SEAL gets hurt."

One of those sailors, BM2 Aberardo Vargas, said he's prepared for whatever he may be called upon to do.

"I'm ready to deploy at a moment's notice," Vargas said. "We just haven't been called yet."

Vargas is another of the many boatswain's mates whose accomplishments have done much to dispel the decades-old stereotype. He entered the Navy in 1983 and worked as a deck seaman on board USS *Hermitage* (LSD 34).

I was on *Hermitage* about three years before I decided to become a boatswain's mate," Vargas recalled.

**BM3 William Davis takes the helm of a patrol boat assigned to SBU 20 in Little Creek, Va. Davis acts as the craft's gunner and assists in electronics and engineering repairs as well.**



Photo by JO1 Steve Orr



# Boatswain's mates

From that point on, Vargas took advantage of the many opportunities the rating offered him. When he arrived at SBU 20, he qualified as boat captain on the various craft the unit operated. He has also cross-trained in engineering, weapons, communications and patrol tactics and has even qualified as a parachute jumper.

"I started working on the rigid inflatable boats back in 1987, when they were first introduced," Vargas said. "They are used for a lot of different things, including intelligence gathering and other SEAL operations."

Vargas expressed his plans to use this atypical boatswain's mate experience if he ever decides to leave the Navy. "I've already taken an exam to see if I can work as a government customs investigator," he explained. "If I ever get out, I should be able to do for the government what I've been doing here for the Navy."

A fellow boatswain's mate at SBU 20 echoed a similar goal. BM2 Keith Burcham, a crew member on one of the patrol boats at Little Creek, said that he also plans to use the experience he's getting in the civilian world.

"The work that I've been doing as a boatswain's mate here is marketable in the civilian community," said Burcham, who came into the Navy in 1985. "Besides the security aspect of this job, I can also get work in a shipyard, or with a big manufacturer operating equipment or handling hazardous material."

While there are those in the rating who are already looking to a future in the civilian world, other boatswain's mates are looking to the challenge of continuing the time-honored traditions of their job.

One former boatswain's mate, now acting as the ship's "bo's'n" on USS *Dwight D. Eisenhower* (CVN 69), has been carrying on the tradition since the early 1970s. CWO2 Jim Coker, who first served on "*Ike*" as a second class back when the carrier was commissioned, said he originally joined the Navy to avoid going into the Army.

"This was during the draft," Coker said. "I really didn't want to hump backpacks in the dirt, so I joined the Navy. I almost didn't get in because my number had already been pulled."

Coker admitted that becoming a boatswain's mate was not his first choice. "When I came in, I wanted to be a hull technician, because it was the type of work I was familiar with," he said. "I was sent to a ship as a seaman, back when you didn't have a choice of what you wanted to do. I worked on becoming a fireman — I did all the courses and completed all of the requirements. However, circumstances at that time kept me from achieving that goal. So I remained a seaman."

He immediately used what many would have been perceived as a setback to the best advantage. "I struck for boatswain's mate," he recalled. "I really enjoyed working in the rating. I took the test for boatswain's mate third class



Photo by JO1 Steve Orr

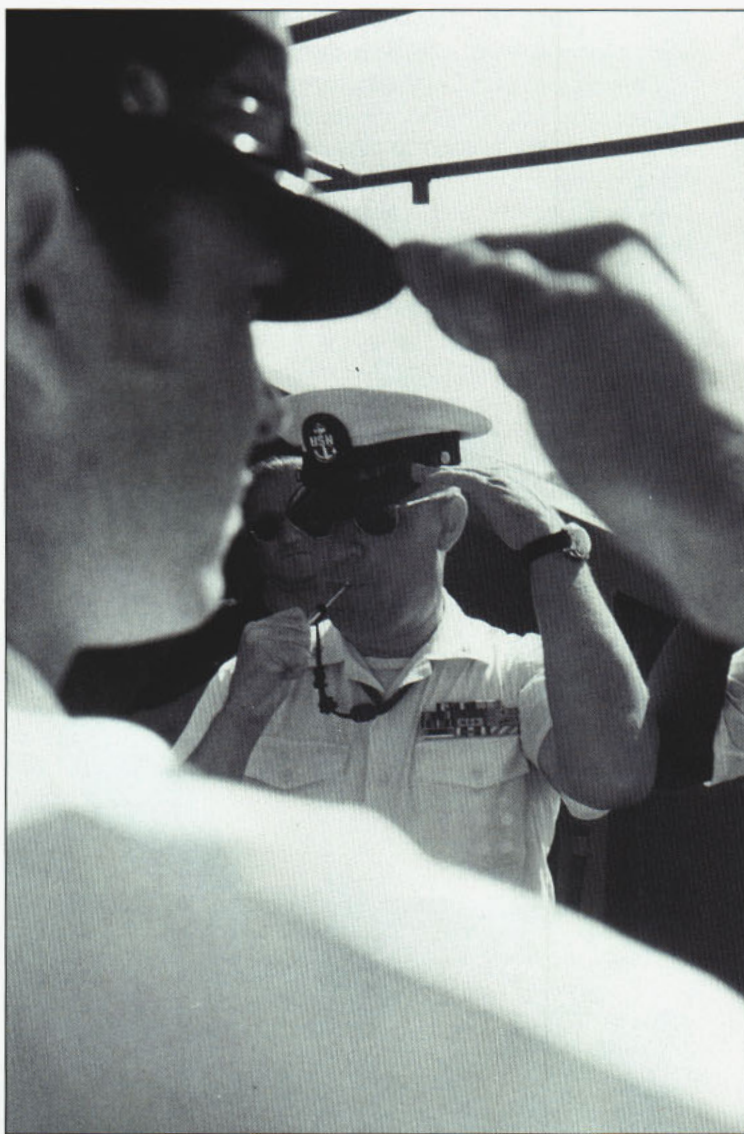


Photo by JO2 Robert Leonard

Top: BM2 Aberardo Vargas (center) puts a rigid inflatable boat through its paces on Chesapeake Bay. Right: Line handling during underway replenishment is one of a boatswain's mates many responsibilities. Above: Acting as an enlisted keeper of naval tradition, a chief boatswain's mate pipes a dignitary aboard ship.





and made it. I went from E-2 to E-5 in two years. As an E-5, I became qualified to drive boats up to 65 feet in length.

"As a petty officer second class, I piped on the full Navy chain of command, from the President of the United States to the commanding officer of *Ike*. I made chief at 13 years. Two years after that, I put in for the warrant officer program and made that."

Coker said he remains satisfied with the decision he made long ago. "I could have done a lot of other things in the Navy, but I've never regretted becoming a boatswain's mate."

In spite of the success he's had during his career as a "deck tech," Coker said he still encounters less than flattering attitudes about his profession.

"I'm a high school graduate with two and one-half years of college," he explained. "A personnelman was going through my service record and asked me why, with my high test scores, I had become a boatswain's mate."

Coker speculated that those who perpetuate the old mindset about the rating just don't realize what goes into being a boatswain's mate. "There is so much more to

the job than just chipping and painting," he said. "Even so, there is a technique to chipping paint that is almost as good and almost as fast as using a needle gun."

According to Coker, sailors fresh out of basic training are being indoctrinated with an attitude toward boatswain's mates. "The BM rating is still being used as a threat in many 'A' schools," he said. "New recruits are told that if they wash out, they'll be sent to ships to become boatswain's mates."

If young sailors had the chance to really see and experience what the job is all about, Coker said, they would come away with a greater respect for the Navy's oldest rating.

On *Ike*, many E-5s and below get that chance.

"On *Eisenhower*, newly-reporting junior personnel are sent to deck department for temporary duty before they go to their parent divisions," he said. "It really makes the new sailors appreciate the jobs they'll eventually hold. They realize that you actually have to possess some kind of intelligence to rig a line or qualify to drive the boats."

"It really blows them away to discover that 110 lives may depend on the skills of that E-5 who is driving their





Photo by JO1 Steve Orr



Photo by PH3 Peter Dunn

**Left:** In a rate as old as the stars and stripes, today's boatswain's mate meshes technology with tradition to accomplish the Navy's mission. **Above:** A deck division striker primes one of USS *Yellowstone's* (AD 41) hatches.

liberty boat."

Coker also thinks an aircraft carrier is the perfect place for a boatswain's mate to experience the broad scope of his job in the fleet.

"On larger ships, like carriers, you get the opportunity to do and see everything the Navy has for a boatswain's mate — the latest cranes, rigs, boats — everything," explained Coker. "On smaller ships, they do underway replenishments, but they also tend to concentrate more on the preservation and maintenance of the ship. I think carriers provide the broadest experience for a boatswain's mate today."

There was no argument from BM1 (SW) Steve Peterson, one of *Ike's* top boatswain's mates. "The variety of things you have to do is very broad, but that's the way it is for the rating in general," said Peterson, who joined the Navy in 1978. "There are first class boatswain's mates in charge of their own boats, running tugs and amphibious landing craft. There are so many things that someone can do. There are even master chief boatswain's mates with their own commands."

Peterson is another boatswain's mate who has bucked the old image.

"I came into the rating as an 'A' school dropout," he admitted. "I was trying to get into an advanced electronic rating."

Even as a technical school dropout, Peterson paused before making his decision to become a boatswain's mate. "I had heard all about what it meant to be a boatswain's mate," he said. "There was a bit of hesitation on my part

when becoming a boatswain's mate was presented to me as an option."

One thing that helped Peterson make a decision on the rating was the amount of responsibility a boatswain's mate has as a petty officer third class.

"It's pretty amazing to see," he said. "One day, a boatswain's mate seaman can be working with other junior personnel on a working party. He becomes a boatswain's mate third class and — boom — he's in charge of the working party. A BM3 is supervising field days while a third class in another rating is still swabbing decks."

Peterson said he's continuing to make the most of his career as a boatswain's mate. "I'm staying in," he said. "I'm going into recruiting next. After that, I want to continue getting the most challenging jobs they can give me. I'll take it."

Today's boatswain's mates seem to be more motivated than many of those in years past, Peterson said. "A lot of guys in the rating today aren't satisfied to just sit on their laurels. When I was coming up through the ranks, I saw a lot of BM1s who were happy to just sit back in a corner once they reached a certain point in their career." Today, most guys reach for all the challenges they can get."

An outstanding example of this renewed attitude is BM3 Phil Gesaman, another proud *Ike* boatswain's mate. Gesaman already had a degree in biological science when he came into the Navy in 1989 and is planning to use his degree to further his naval career.

"I'm planning to do my 20 [years] in the Navy, hopefully part of it as an officer," Gesaman said. "I've got my paperwork in for one of the officer programs."

Gesaman, like other boatswain's mates in the Navy, had initially considered getting into another rating. "I originally wanted to come into the Navy as an electronics warfare technician," he said, "but I found out I would have had to wait 18 to 24 months for 'A' school."





Photo by JO1 Steve Orr



U.S. Navy photo

**Above: Modern boatswain's mates may pilot a variety of craft in today's Navy, including the rigid inflatable boat used in SEAL operations. Left: A USS *Enterprise* (CVN 65) crew member sands a capstan on the ship's fantail. Work outdoors attracts many sailors to the boatswain's mate rating.**

The young seaman made the decision to become a boatswain's mate after spending some time in deck department. "I was surprised at how many different things you could do as a boatswain's mate," said Gesaman. "The scope of the job is tremendous.

"I think that being in the rating has been a good opportunity for me. For example, as the boatswain's mate of the watch, you're elbow-to-elbow with the bridge officers. You get a good feel of how the ship runs.

"I'm still learning the job. This is a rate where you learn something new every day."

Gesaman admitted that he hasn't run into many people who still treasure their old prejudices about the boatswain's mate. He said that he's met far more people who wanted to help him reach his goals, but added that the responsibility for success still exists with the individual.

"There are people who are willing to help you along the way," he said. "It gives me a lot of incentive, but it also makes me realize that if you want to get anywhere in the Navy, you've got to go after it yourself." That's pretty bold talk from a sailor in a rating that many thought was only motivated by flaking bulkheads and fresh, unopened cans of paint.

There are at least six boatswain's mates who are ready to take their favorite tools — chippers — to that antiquated point of view. □

*Orr is assigned to NIRA Det. 4, Norfolk.*







# Modern explorers

*Boldly going where no one has gone  
in a helluva long time*

Story by JO3 D.N. Kennedy, photos by PH3 Jeffrey B. Chase

As the 100-pound deck plate is chipped free of its corroded shackles and hoisted away, the eerie dark of the steel cavern makes way for the first light in more than a decade.

An inquisitive face appears in the hatch above to behold a new challenge — a 40-foot deep floodable tank whose sole entrance is on the fourth deck of USS *Enterprise* (CVN 65). The face disappears.

A moment later, a man slowly descends into the mouth of the cavern, inching his way into the unknown depths. A few minutes later four more men follow.

Systematically they descend to the base of the cavern to look around. And who knows what they'll find. Each day it's different. That's what makes it exciting — perhaps far more exciting than a division called "tanks and voids" should be.

Despite the "ho-hum" name, "Big E" tanks and voids division is alive with the spirit of adventure, which is very important since there are no formalized procedures for carrying out the tasks they are required to perform during the ship's first refueling in 20 years.

"We are doing something that is not traditionally done by sailors," ex-

**Left: A member of the tanks and voids division sneaks a peak into a void that hasn't seen light in more than 10 years. Above: AS3 Michael Babcock peers up from one of the 700 spaces which USS *Enterprise*'s tanks and voids division is tasked with refurbishing.**



Photo by PHAN Robert Goza

plained LT John Pritchett, tanks and voids assistant division officer. "We're doing things that haven't been done before."

The division is responsible for inspecting, chipping, painting, welding, cleaning and replacing pipes in approximately 700 tanks and voids — each with an average surface area of 5,000 square feet. Additionally, they maintain a detailed production task control form log of each space, which includes discrepancies, the amount

and type of work done in each space and the work which remains to be done.

"We have more work to do than we have time for," said Pritchett. "With all this information documented, it will be much easier for the next set of people who have to do this job because they won't have to inspect each space. They'll be able to go directly to the areas where work needs to be done."

The work package for tanks and voids is estimated to require up to 750,000 man-hours for completion. Unfortunately, with the limited number of workers the division is allotted, Pritchett estimates that only about one-third of the man-hours will be applied. That leaves a great deal left to do, making it essential to repair priority discrepancies first and save the minor ones for later.

According to LCDR Kevin Ritter, tanks and voids division officer, the work being done by his 56 men, if contracted out, would cost about \$120 million. With each of them responsible for \$2.1 million worth of work during the next three years, it is imperative that they find the best way of doing things.

"We are all learning this job together," explained Pritchett. "It is essential that we encourage everyone from E-1 on up to give their input on how to do the job better. With everyone in the division putting their heads together we can develop methods that will serve as operating





procedures in the future."

While building an operating procedure from scratch can prove to be quite challenging, it can also serve as a motivation for the sailors assigned to the division. Such is the case for Weapons Technician 3rd Class Derek Perry, tanks and voids crew leader.

"It feels good to see that they are taking our input seriously," said Perry. "Every other day at quarters we talk about problems that are coming up, and our input has changed the way we do things. It's rewarding to know that our input will have lasting ramifications on what happens on reworks in the future."

Tanks and voids has taken bold steps in efficiency, providing their own safety observers and gas-free engineers. This reduces down time caused by waiting for outside personnel to get around to them. They also provide their own welders to repair minor damage in the tanks.

Many of the tanks are of odd shapes with uneven floors and curved walls. Senior Chief Air Traffic Controller Del Stokes designed special scaffolding to conform to these oddities. Also, the lack of specific guidelines requires them to create their own planned maintenance subsystem cards as they go.

"These are the types of things we have to do to get the job done," said Pritchett. "The better we do, the easier it will be in the future for *Enterprise* and other ships who must undergo this evolution."

Safety is a major concern in tanks and voids division. Each space must be tested by WT1 Lynn Rivenburg, Aviation Electronics Technician 1st Class Dennis Tate or Aviation Boatswain's Mate 1st Class James Winfrey, the division's gas-free engineers, before it can be entered. Rust in the tanks takes a lot of oxygen out of the air, and hydrocarbons are produced

**A power grinder is handed through the only opening of a void on USS *Enterprise* to a tanks and voids division member.**

from petroleum products within the tanks. The spaces are thoroughly ventilated prior to entry, then the first one in is a gas-free engineer who wears a safety harness.

The constant danger of explosion looms in the back of everyone's mind. The high viscosity paint and other chemical agents used in their work creates fumes with a flash point of only 45 degrees Fahrenheit. Special lighting must be used at all times and whenever possible, electrical equipment is avoided.

The element of danger lends excitement to the job, explained Perry.

"When you are going down the ladder of a tank that no one has seen for 10 years or so, and you know that the surfaces you are stepping on might



Below: A gas-free engineer checks a newly opened JP-5 fuel tank for potential breathing hazards. Right: AT3 Steven Knoll untangles some of the hundreds of feet of safety lighting cord that the tanks and voids division needs to see in the unlit spaces it is charged with refurbishing.



very well be slippery with rust and moisture, and you have no idea what condition the ladders are in that lead to a steel floor 40-feet beneath you, you can really feel your blood pumping. There is a lot of adventure in this job."

That type of adventure keeps the men of tanks and voids interested in seeing what challenges lie in store in the next space. But of course, the more spaces they enter, the more they realize how much work there actually is to do.

"It's definitely going to be a three-year job," said Airman Recruit Chuck Creswell. "We're going to be busy for a long time in some of those spaces."

According to Pritchett, things will get a lot busier once the ship is in dry-dock. Anything under the water line tends to have a lot more condensation. The special paint used by the division to refurbish the tanks cannot be applied in these conditions. "Once



we are out of the water we can really start getting into the work.

"The job these men are doing will significantly aid in a longer life for *Enterprise* and assist in laying the groundwork for other ships as well."

As the overhaul progresses, the excitement of breaking new ground will give way to the routine of following tested procedures to get the best results. But for the 56 men who were given the challenge of starting from nothing and having so much expected of them, there will be more than that.

They can look at a procedure they perfected and know the ins and outs perhaps better than anyone in the Navy.

They will have lived the adventure of exploration in the dark mysterious caverns scattered within *Enterprise*, and only they will know what it was like in the beginning. □

*Kennedy and Chase are assigned to the public affairs office, USS Enterprise (CVN 65).*







# Port harbor security

## *Interservice coalition kept ships safe*

Story and photos by JO1 Lee Bosco

The amount of activity in the ports of Dammam and Jubail, Saudi Arabia, and Bahrain during the Gulf War must have drawn the attention of terrorists. These receiving and staging areas, loaded with munitions and tended to by thousands of foreigners must have presented a mouth-watering target. Yet, not a single terrorist attempt was made on these vital ports.

And while Middle East terrorist actions were at a low during *Desert Shield/Storm*, any fanatic loyal to Saddam Hussein could have decided to try to carry out the Hussein-directed *Jihad* by interrupting the flow of arms, food and people by attacking these vital ports.

They didn't. And a big reason why they didn't was the aggressive manner in which the Navy-Coast Guard

Port Harbor Security Group protected those ports. Headquartered in Bahrain, the security group had detachments in the two Saudi Arabian ports as well as their headquarters operation.

"The security group at each of the ports is made up of three components, a water-borne, quick-response Coast Guard unit [Port Security Unit (PSU) 302], a [Navy] Mobile Inshore Underwater Warfare Unit [MIUWU 202] and a Navy diving unit," explained CDR Lance Benham, the group's commander. "The Coast Guard unit is made up entirely of reservists, as is the MIUWU. The divers are regular Navy. So this operation is really a mini-coalition. It marks the first time that this concept was put into action."

"The idea was to identify a threat as far away from the port as possible," said Coast Guard LCDR Vince Lombardi, executive officer of PSU 302. "That's where MIUWU 202 comes in. They set up a surveillance and communications van on each pier. Their equipment is so sensitive it can pick up a single combat swimmer in the water. Any suspicious contact is reported to my guys in the small boats, and we check it out. If the contact is a free-floating mine, then the Navy EOD [explosive ordnance disposal] divers are called in to dispose of it safely. That's how the three units interact."

Each of the thousands of routine contacts the security group has checked out follow the same pattern. Inside the MIUWU trailer, operators using thermal imaging and visual imaging systems scan monitors that alert them to any suspicious vessel or activity in the protected area. Once a contact is confirmed, MIUWU communications specialists are immediately on the radio to the Coast Guard unit in the harbor.

Aboard the small boat, a team of Coast Guard men and women, and a representative of the host nation, speed to intercept the contact. Lombardi admits that during the build up and the war, all contacts were of an innocent nature — lost fishermen or

Far left: USS *Missouri* (BB 63) gets a good looking over from members of the Port Harbor Security Group during a hull inspection in Bahrain. Left: A Coast Guardsman, with weapon close at hand, gets evening orders from the security group's headquarters.







port vessels which had unknowingly entered the protected area. But according to some team members, these seemingly innocent mistakes could have been tests by Saddam's sympathizers to calculate the opportunity for an attack. No interloper was treated as non-threatening.

"Each contact *was* the real thing," Lombardi said. "In each of the three ports we were being watched — nothing goes unnoticed in this part of the world. Our response time got fast and faster as we maintained high-tempo operations from mid-November through the war and into the drawdown."

The group's ongoing operation acknowledges the three port facilities could still be targets of international terrorism even though the war is over.

"We brought a lot of equipment and ammo into this region, and it all has to be shipped out," said Benham. "The ships are most vulnerable in the harbor. When they come into an area of restricted maneuverability, they rely on us to be their eyes and ears."

Lombardi said added responsibility was given to his Coast Guard unit at



the port of Bahrain due to the large number of Navy ships pulling into that harbor. "Because of the ongoing Navy presence here, Navy ships frequently pull in for supplies. The other ports get freighters loaded with equipment," he said.

Protecting ships like 7th Fleet flagship USS *Blue Ridge* (LCC 19) and USS *LaSalle* (AGF 3), while in port, is an around-the-clock responsibility. In fact, all Navy ships at anchor or pierside at the ports were under con-

stant surveillance by the PSU.

"Our boats are small enough to get up next to the ships so, the Coast Guard team can conduct hull sweeps," said Benham. "A visual inspection of the ships' hulls is a back-up security measure in case someone slipped into the water from the pier and attached an explosive charge to a ship. In all the sweeps we performed, we didn't find a single thing that was out of the ordinary."

The security group operated 24-





**Top left:** Patrolling the harbor with a host national, the small boat unit looks for any suspicious vessels. **Bottom left:** The converted warehouse that was transformed into a base of operations for the war. **Left:** All maintenance had to be done on the spot and very quickly. The unit could afford no down time due to its limited resources and its crucial mission.

Hampshire, we are from Cleveland and the Navy divers are from the fleet. So, we really didn't know if we could come together and be so effective this quickly, but everything has gone smooth as silk.

"The fact that most of us are reservists makes me even prouder. We have contributed in a big way to the war. This is really what the Reserve Force is all about."

Benham said that the Navy has learned valuable lessons from this operation. "We have proven that this kind of interoperability is extremely valuable," he said. "All military services have to be flexible — able to adapt to the new kinds of missions we'll face in the future. We also must acquire the latest hardware and technology, such as the equipment used by the MIUWU. If this war proved anything it proved that technology makes a big difference.

"The only thing that can remain the same are the people — they are outstanding. The quality of people in the military was proven over here, not to mention the quality of their training."

And, although the Security Group wasn't "looking for a fight," they came to the Middle East fully expecting one. "We had rules of engagement and, if need be, we would have stopped an attack at any cost — by whatever means at our disposal," said Benham. "It was just as well — for the enemy — that it didn't come to that. We're happy that the message our presence sent was received — anybody who attacked these ports would have to have known they were on a suicide mission." □

*Bosco is a staff writer for All Hands.*

hours-a-day beginning mid-November 1990. "During *Scud* alerts here [in Bahrain] and in Saudi Arabia, these units operated without interruption," said Benham. "That means full MOPP [Military Oriented Protective Posture] gear because those alerts were an opportune time for an attack. The enemy may have thought that everyone hid in shelters whenever they launched a *Scud* in this direction. If that was their thinking, they would have been sorely mistaken and

rudely surprised. If they tried *anything* we were ready for them."

Lombardi has praise for the entire security group. "The remarkable thing about this operation is that these three units — the divers, the MIUWU and the small boats — trained to put this concept into action separately," he said. "It really wasn't feasible to get us together because we are all from different parts of the country. The Navy reservists manning the MIUWU are from New



# *Forrestal* learns



Story by LTJG John M. Wallach, photos by PH1(AC) Scott M. Allen

One hundred miles north of Key West, Fla., the 89,600-ton aircraft carrier USS *Forrestal* (CV 59) plies the still, turquoise waters of the Gulf of Mexico. Her decks are peppered with the colors of flight operations, as purple, green, yellow, red, brown, white and blue shirts stand ready to receive their precious cargo — U.S. Navy pilots and their aircraft. The crew has participated in flight opera-

tions before, but this time will be different.

Four miles away, a flight of four TA-4J *Skyhawk* trainer jets approaches from the south. In each, a wide-eyed student naval aviator prepares for the ultimate test — landing on a 1,040-foot floating runway. They've all done it before in T-2 trainers, but this time will be different.

As the flight passes over the carrier,

the leader banks his orange and white trainer hard left. Looking over his shoulder, he can make out the large white numbers painted on the carrier's massive bow. Conspicuously absent is the familiar "16," the hull number of the venerable training carrier USS *Lexington* (AVT 16). In its place is *Forrestal*'s telltale "59." The student takes a deep breath, settles into his seat and carefully guides his



# *Lexington's lessons*







Skyhawk into the "groove." He knew this time would be different.

Earlier this year, *Lexington* pulled into her Pensacola, Fla., homeport for the last time to prepare for her sure-to-be emotional decommissioning in November. Until *Forrestal* permanently takes *Lexington*'s place as the Navy's training carrier in early 1992, fleet carriers will be used for student carrier qualifications (CQ). All eight of the Navy's strike training squadrons took part in a week-long session aboard *Forrestal* which began March 27.

Qualifying students aboard an aircraft carrier is tricky business, even aboard the trusty "Lady *Lex*." Factor in a new platform for the students and unfamiliar aircraft for the carrier's flight deck crew, and the result is enough to make even the saltiest of air bosses a little nervous.

But the Navy has built its tradition on versatility and flexibility. These longstanding attributes, inherent in the way the Navy does business, ensured solid cooperation between *Lexington* and *Forrestal* — between the training community and the fleet — and *Forrestal*'s round of training CQs turned out to be just another week at the office.

The cooperation started the minute CAPT Bob Cole, *Forrestal*'s commanding officer, learned his ship would be taking *Lex*'s next round of CQs. Preparations included briefings by training experts from the Chief of Naval Air Training staff and *Lexington*.

"The training command representatives and members of *Lexington*'s crew were very helpful in explaining the rules that one operates under

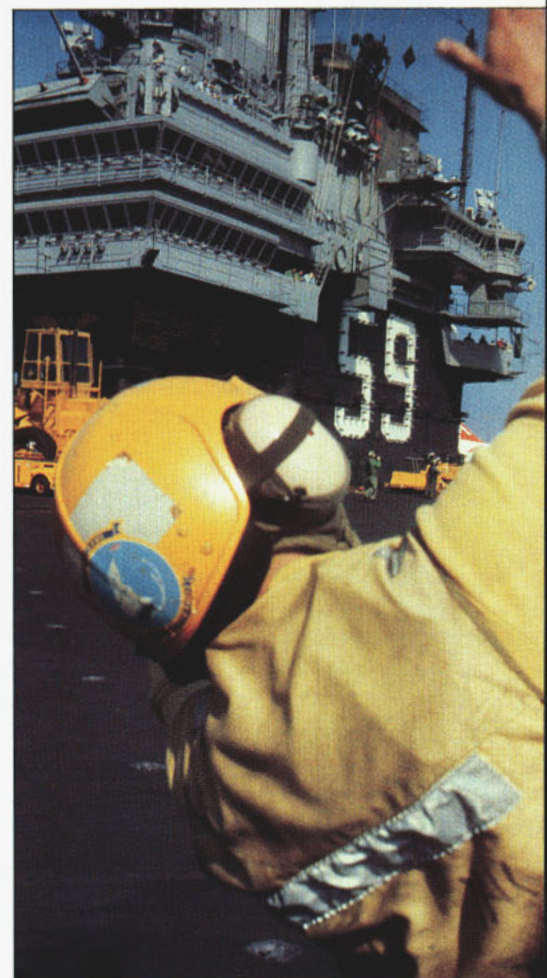
when dealing with student naval aviators," Cole explained. "We had schoolhouse on the way down here on how to handle the training aircraft — sort of a training stand down. It has been superb cooperation on everyone's part."

In addition to the briefings, which included a somber videotape viewing of the October 1989 T-2C *Buckeye* crash aboard *Lexington* which killed five people, *Lex* embarked a detachment aboard *Forrestal* for the qualification session.

The team included *Lex*'s air boss, catapult officer, flight deck officer and several aviation boatswain's mates. Serving in an advisory role, the detachment of *Lex* sailors made sure their fleet counterparts were fully aware of the different requirements and peculiarities of student CQs.

Senior Chief Aviation Boatswain's Mate (Handler) Frank Lynch brought four team members from his division aboard *Lex* to work as technical advisors on *Forrestal*'s flight deck. Lynch's primary responsibility was preparing *Forrestal*'s flight deck crew to handle the different equipment required for launching and handling training aircraft.

*Forrestal*'s plane handlers faced several unfamiliar pieces of equipment and procedures. As each TA-4 trapped aboard, *Forrestal* blue shirts raced to the planes to attach tiller bars to the nose wheel assembly. Then, following hand signal guidance provided by yellow-shirted aircraft directors, the blue shirts used the bars to steer the *Skyhawks* to the bow catapult for launch or to the carrier's stern for refueling.



In addition, T-2s had to be fitted with intake screens after trapping aboard, and both jets, unlike fleet aircraft which are equipped with integrated launch bars to attach them to the catapult, required a bridle hook-up for launch. Despite the "new" equipment, *Forrestal*'s crew performed flawlessly.

"They really did a great job getting used to the new equipment," Lynch said of *Forrestal*'s flight deck crew. "But it was invaluable training for our crew too. It was good to be able to take some CQs aboard a fleet carrier."

In view of *Forrestal*'s planned transition to training carrier status, Airman Apprentice Michael Clark, a *Forrestal* blue shirt, was thankful for the opportunity to train with *Lexington* sailors. "It's good to learn it now, while we can," he said as the last T-2 left the ship.

The cooperation between *Lexington* and *Forrestal* sailors during the joint round of CQs also drew rave reviews from the student pilots, who





Far left: A bow safety crewman signals "all clear" to his catapult officer. Center: A *Forrestal* flight deck director uses body language to communicate with his blue-shirted shipmate. Left: A plane captain gives a "thumbs up" as his aircraft taxis to the catapult. Below: A student takes his T-2C *Buckeye* through several touch-and-go landings before trapping aboard *Forrestal*.



praised the efforts of the deck sailors they depend on for fuel, handling and above all, safety.

"The flight deck crew was phenomenal; they were like machines," said LT Jeff Brown after parking his *Skyhawk* back at Naval Air Station Key West. "They really bent over backwards for us." Brown, a student from Training Squadron 22 at NAS Kingsville, Texas, and one of the first to qualify aboard *Forrestal*, is a former H-2 *Sea Sprite* pilot from Helicopter Anti-submarine Squadron (Light) 32 based in Norfolk.

And what did the students and their instructors think of the future training carrier? "It's a good deck and a good boat," said LT Ross Myers, a VT 22 landing signal officer. "She's more of the size of what [the students] are going to see in the fleet."

The statistics, however, show little favoritism. Of the 76 students who took part in the round of CQs, 61 qualified — roughly the same percentage achieved aboard *Lex*.

At a time when the world and the Navy were still caught in the wake of Operation *Desert Storm*; when other carriers and battle group units were returning from a job well done in the Persian Gulf, *Lexington* and *Forrestal* were busy ensuring the future of the very base of the Navy's aviation muscle in a different gulf. When *Forrestal* assumes the watch as the Navy's next training carrier, she and her dedi-

cated, professional crew will be ready.

"The hands-on exposure our sailors are getting out here is invaluable," said CDR Tom Lennon, *Forrestal*'s executive officer. "You can't teach experience, but you can teach lessons." □

Wallach is director print media division, Navy Internal Relations Activity. Allen is a photo journalist for All Hands.



# An invisible pollutant

## *The Navy fights the radon threat*

Story by Pat Swift

Chances are you have heard and read about radon gas — that it may accumulate in homes and other buildings and pose a health risk. You're no doubt aware the Environmental Protection Agency (EPA) has recommended homeowners test their homes for radon, and take steps to reduce the radon level if it is unusually high. Perhaps you have wondered what the Navy has done to respond to this newly discovered problem. What exactly is radon, what risk does

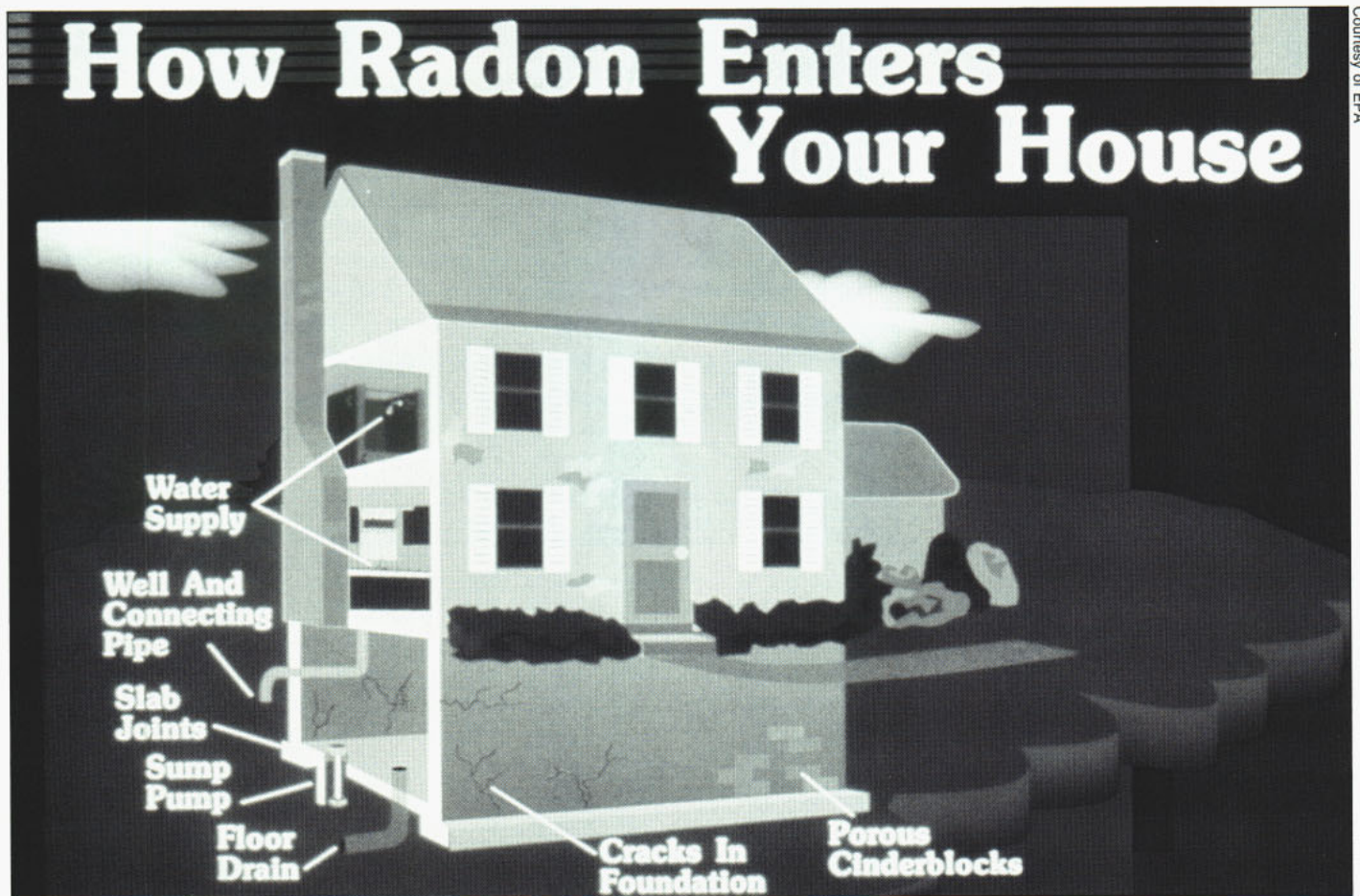
it pose and what is the Navy doing about it?

Radon is a naturally occurring, invisible, odorless, tasteless, radioactive gas. It is produced from the natural radioactive decay of uranium to radium, and radium to radon gas, according to Wade Jensen, program manager of Naval Facilities Engineering Command (NavFac), Alexandria, Va.

Radon naturally breaks down and forms radioactive decay products. As

you breathe, these particles can become trapped in your lungs. As they continue to break down they release small bursts of energy that can damage lung tissue and that may, like other pollutants, lead (after many years of exposure) to the development of lung cancer. Your risk depends on the radon levels breathed and the length of time exposed.

"Like any other type of carcinogen, the dosage to which a person is exposed may effect his health differ-



Courtesy of EPA



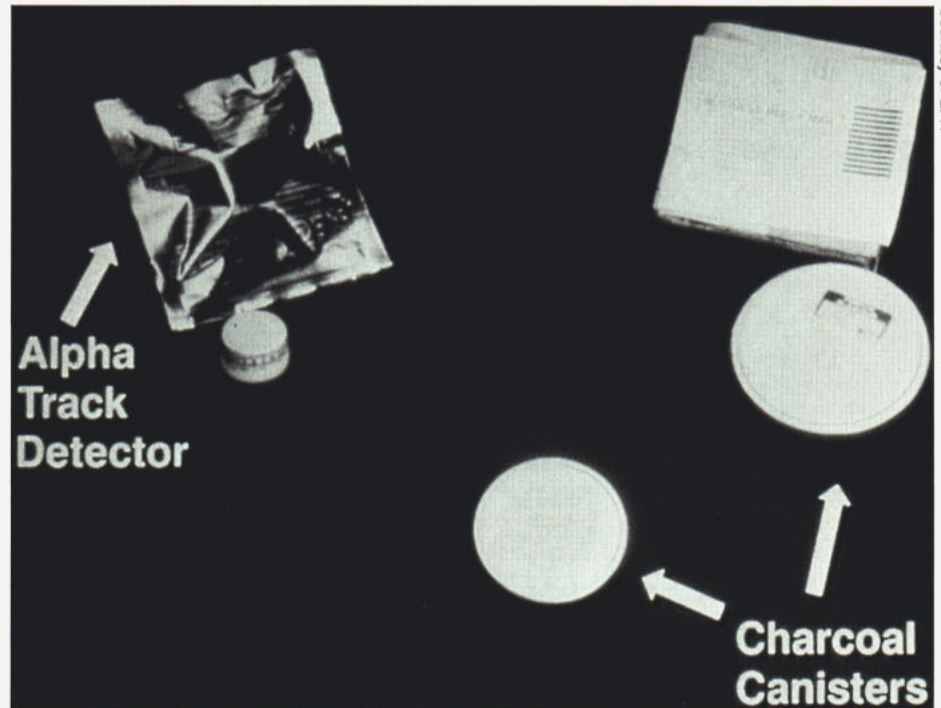
ently than the next person," Kristie Miller, public information specialist for the EPA said. "But you have to realize the risk of developing lung cancer is based on a person's lifetime cumulative exposure to radon."

Although an individual's risk of developing lung cancer is small, the large number of people in the U.S. population potentially exposed to the gas, makes radon a public health concern. The health of military personnel, their family members and civilian employees has always been a primary concern of the Navy. When it became evident that radon posed a public health and environmental problem, the Navy established an aggressive program to locate buildings with elevated levels of radon to reduce or eliminate the gas.

Radon can only be detected with special equipment. It moves through soil where it forms and enters buildings through openings [foundation cracks, sumps, weeping tile, loose fitting pipes and holes in concrete slabs] at ground level or in basements. The amount of radon reaching the interior of a building depends on several factors, including the amount of radium in the surrounding soil or rock, soil permeability, type of building materials used and weather.

Lower air pressure inside buildings, caused by a chimney effect from the wind, the loss of warmed or cooled air from a furnace or air conditioner, clothes dryer or bathroom fan, can help pull radon gas into a house or facility. Although not common, radon may occasionally be emitted from building materials, such as concrete blocks and stones, that contain radium.

Jensen of NavFac says that in the Northeast, specifically areas from New England down through Pennsylvania, better known as the "Reading Prong," have high concentrations of radon gas. He says radon readings tend to range highest in areas



Courtesy of EPA

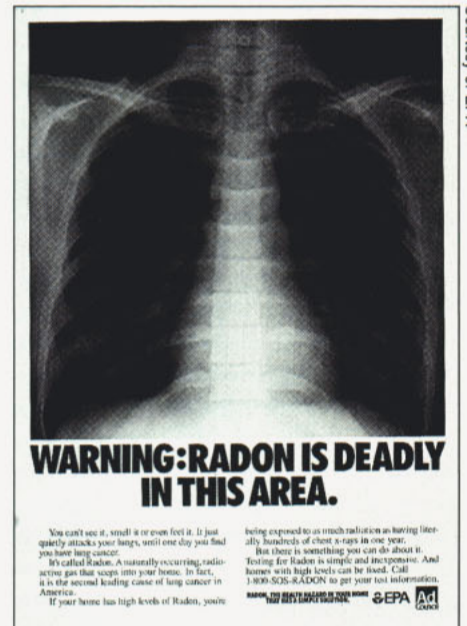
with high concentrations of uranium-bearing rocks, such as granite. The concentrations depend on the type of underlying geological formation in the area.

However, Miller adds that there are exceptions to that rule: "States like Alabama and Florida have been diagnosed as having some high levels of radon gas in homes, but the EPA does not regard these states as uranium states by any means; rather, they have a large concentration of phosphorus, which we believe contributes to the high levels diagnosed."

In some regions, water supplied from underground aquifers or wells contains dissolved radon from rock near those water supplies. However, "Construction materials and water are not a common source of indoor radon," according to Miller.

In 1988 Congress passed the Indoor Radon Abatement Act. Among other provisions, this law requires federal agencies, including the Navy, to conduct studies to locate where radon gas contamination is present.

According to Jensen, NavFac



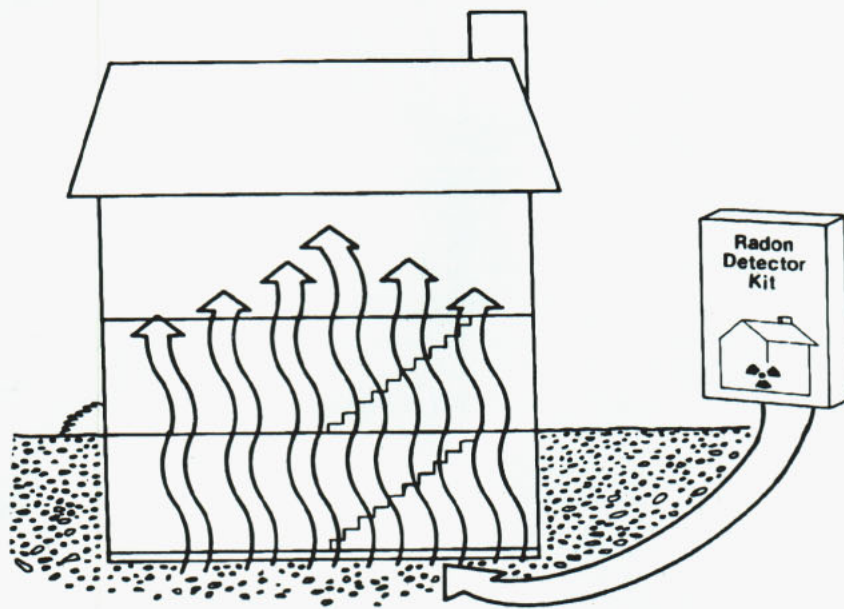
Courtesy of EPA

responded to these concerns about radon with the Navy Radon Assessment and Mitigation Program (NavRAMP), which began screening for radon in 1989, under an inter-agency agreement with the Department of Energy.

"The Navy is looking for buildings with elevated radon levels in excess



**The Surgeon General  
The American Lung Association  
The American Medical Association  
The American Public Health Association  
The Environmental Protection Agency**



**If you're not testing your home for Radon,  
You must know something they don't.**

of the EPA's action guideline of 4.0 picocuries per liter (pCi/l) [one trillionth of a curie, the unit used to measure radioactivity]. We hope to complete the program before the end of 1996," Jensen said.

NavRAMP consists of four phases: initial screening (now completed) performed statistical sampling to survey Navy and Marine Corps housing areas for potentially elevated radon levels; a detailed assessment will sample all occupied buildings at installations where initial screening analysis identified a structure with an elevated level of radon gas; the mitigation phase will perform corrective actions to reduce radon levels below the EPA's guideline of 4 pCi/l; and post-mitigation will verify, through testing, whether the corrective actions were effective in reducing radon levels.

Indoor radon levels can be determined using alpha track and charcoal canister detectors. The alpha-track detector contains a special type of

plastic that is sensitive to radiation in the air. Housing offices or public works' staff members will install and pick up the detectors. The detectors are placed near an inside wall for 90 days to one year, after which time the detectors are sent to a laboratory and the results reviewed.

Charcoal canisters, on the other hand, are used as a screening test to detect potentially high levels. The sampling period for these detectors ranges from two to seven days and they must be analyzed immediately after sampling. The charcoal canister is also used for post-mitigation testing because rapid results are desirable to determine if mitigation efforts were successful.

During the initial screening phase, according to Capt. Karl G. Mendeshall Medical Service Corp USN Radon Assessment Program Manager, more than 25,000 alpha track detectors were deployed at 239 Navy and Marine Corps activities worldwide. Sampling was performed in assigned

family housing, schools, day care centers, hospitals, bachelor quarters and brigs. Measured radon levels at 67 percent of the activities were below the EPA's 4 pCi/l action guideline. The remaining 33 percent had one or more structures with levels above 4 pCi/L. Of these, only three activities had readings above 20 pCi/l, and no readings exceeded 70 pCi/l. All told, only 3.3 percent of all detectors used measured a radon level above the 4 pCi/l EPA action guideline.

Those activities with one or more readings above 4 pCi/l have been entered into the detailed assessment phase now underway. In addition, reserve centers and remote sites not previously screened have been included.

According to Jensen, the results of detailed assessments will be sent to the commanding officer or a designated base representative. Residents will be notified of the findings.

To date, the Navy has been able to temporarily mitigate the small number of homes with the higher levels to below 4 pCi/l pending permanent mitigation. Effective mitigation may involve techniques as simple as sealing cracks in building foundations or adjusting ventilation systems, but may sometimes require more complex solutions, such as installing a sub-slab ventilation system to divert the radon before it can enter.

According to Jensen, mitigation of Navy facilities is estimated to cost a total of \$71.5 million. Typical costs for mitigating an individual housing unit range from \$1,500 to \$2,000.

No matter what the cost, the fact is, radon is real. It's an invisible gas from underground and the large population of individuals potentially exposed makes it a public health concern that shouldn't be ignored. NavRAMP is the Navy's response to the radon problem. It is being carried out today to protect the health of our Navy and Marine Corps family now and in the future. □

*Swift is a staff writer for All Hands.*



# *Salyut's reentry*

Story by JO1 David Rourk, photos by Air Force Senior Airman Ralph Rainwater



*"13138, decayed."*

That was *Salyut 7*'s final entry in the U.S. Space Command's (Space-Com) catalog of all man-made objects in space, ending the most highly-publicized re-entry since the *Solar Maximum* satellite in December 1989. The command's Space Surveillance Center (SSC) in Cheyenne Mountain, Wyo., entered the large, 40-ton Russian space station in its catalog April 19, 1982, as the 13,138th object ever tracked in orbit. The Russian satellite *Sputnik 1* was the first satellite in space, launched in 1957.

Pieces of *Salyut 7* re-entered the earth's atmosphere and crashed into Central Argentina at 8:44 p.m. (MST) Feb. 6, lowering the total number of objects the SSC monitors by one to 6,759.

The re-entry was tracked by Space-Com's Space Surveillance Network, which has 26 sensor sites worldwide with the mission to "detect, track, catalog and identify" all man-made

objects in space.

The SSC's Crew Commander, LCDR John "Fonzerelli" Winkler, and his three-man crew worked feverishly the evening of Feb. 6 to feed the ever-changing impact information to the U.S. State Department, the Federal Emergency Management Agency, National Military Command Center and the National Aviation and Space Administration (NASA), among other high-level agencies for dissemination.

Winkler, who reported to Space-Com in February 1988, explained the changing predictions. "The atmosphere is a constraint that we are not able to accurately model when doing an impact prediction," he said. "Two days before the re-entry, the impact point changed four times, from the Western Mediterranean to the South Pacific, to Brazil to North Africa."

According to the 14-year Navy veteran, the atmosphere, constantly expanding and contracting according

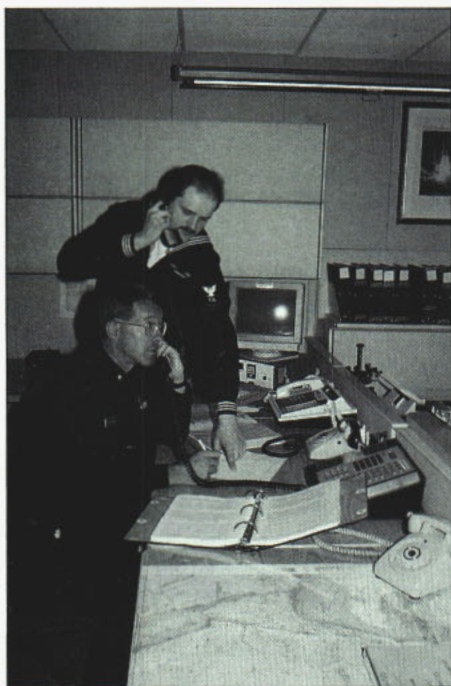
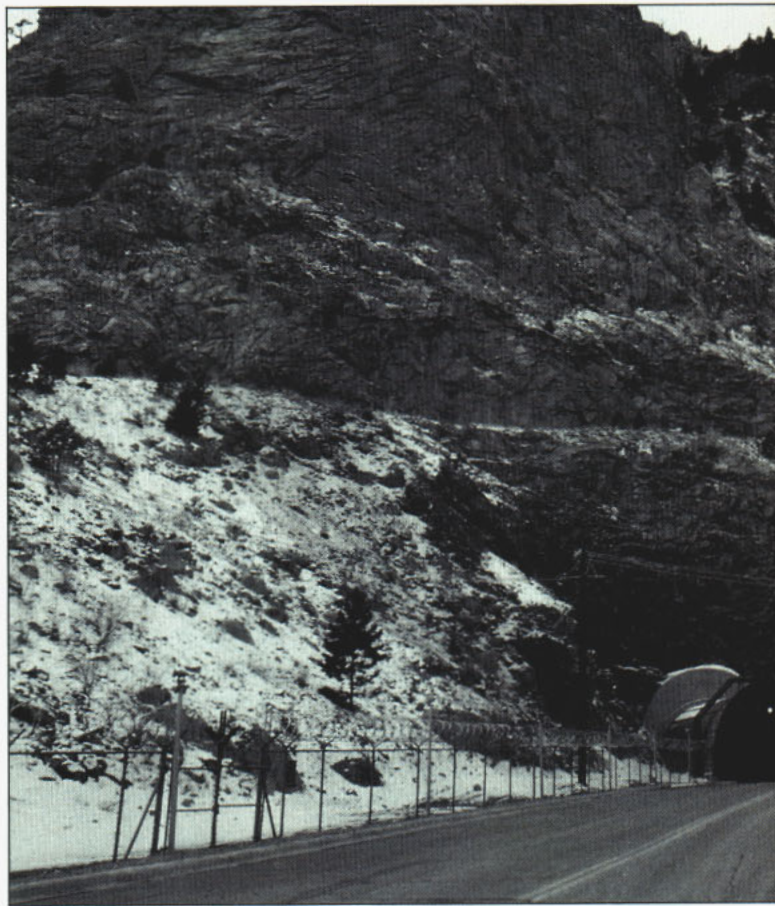
**Above: LCDR John Winkler analyzes *Salyut 7* orbital data received by the Saipan sensor, as Air Force Capt. Scott Keller processes an EISet.**

to solar activity, greatly affects the re-entering object's orbit. He also said as the time to impact decreases, the impact forecast increases in accuracy.

In his three years at SpaceCom, Winkler, a naval flight officer with more than 1,500 hours of S-3A flying time with Surveillance Squadron (VS) 33 and VS 37 based in San Diego, and nearly 300 traps aboard USS *America* (CV 66) and USS *Constellation* (CV 64), has become fluent on space matters.

Learning quickly, he completed the SSC's crew commander qualification training in just eight weeks vs. the allotted 12 weeks. "I learned how radars work. I learned how payloads work and how to conduct the mission of detecting, tracking, cataloging and identifying all man-made objects in





**Top:** This conventional radar on the island of Saipan was the last Space Surveillance Network sensor to track *Salyut*. **Above:** A ground trace is used to inform the Space Defense Operations Center of *Salyut* 7's status.

space, and tracking new foreign launches worldwide," he said.

Winkler said he chose orders to SpaceCom "for the mission," believing "space really is the final frontier and the wave of the future."

With the predicted impact point six hours away, the world eagerly awaited each *Salyut* 7 update from the SSC crew working in the Cheyenne Mountain complex, which sits under 1,750 feet of solid granite, built into a hollowed chamber within the mountain. The 100 million-year-old mountain protects SpaceCom and North American Aerospace Defense (NorAD) operational centers.

U.S. Air Force Captains Scott Keller and Jeff Clark, the crew's orbital analysts assigned to the SSC since mid-1986, were stationed at their large computer consoles, part of the largest, most complex command and control network in the free world.

As the 90-foot-long space station continued on its crash course with Earth, Keller watched the clock and his console waiting for *Salyut* to pass over another ground-based sensor

which would enable him to generate a more accurate impact prediction.

At 6:45 p.m. MST, about 150 kilometers above Earth traveling 17,000 miles per hour, *Salyut* 7 streaked through the radar "fan" of the Altair Radar on Kwajalein Atoll in the Central Pacific. The conventional radar used its detection antenna to transmit radar energy into space. It then alerted its tracking antenna to lock a narrow beam of energy on *Salyut* as it intersected the detector's radar fan. This radar, one of the oldest yet most accurate radars used by the Space Surveillance Network, successfully locked onto *Salyut* and established orbital data.

Within minutes, the sensor's observations, communicated via satellite, lit up Keller's console screen. He looked at *Salyut*'s azimuth, elevation, range and velocity information.

"Eleven seconds early," he relayed to the crew.

"It arrived at the tracking point 11 seconds earlier than it should have," said Winkler, an indication that it was re-entering quicker than expected.





**Left: The north portal into Cheyenne Mountain leads to the complex, a windowless city set in a 4.5-acre grid of excavated chambers. Below: Air Force Capt. Scott Keller, OS2 Guido Sessa and LCDR John Winkler reference the space satellite catalog which contains more than 21,000 entries.**

ElSet," Winkler said. An ElSet is a mathematical calculation on an object updated from information received from the last sensor to see it. It is used to tell the next sensor when and where it should look for the object.

In the case of *Salyut*, its ElSet was changing by the hour as the earth's gravity pulled on it and the turbulent upper atmosphere battered it and slowed it down.

Keller quickly transmitted the new ElSet via satellite to other radar sensor sites so they would know approximately when and where to look for the object speeding through space.

With the first differential correction completed, Keller quickly crossed the center and began working on a powerful "number-crunching" computer to produce a ground trace. The ground trace shows areas of the world over which the satellite will

travel and the most likely place it will reenter the atmosphere. This step takes approximately 30 minutes to complete.

At about the 25-minute mark, the captain had the ground trace in hand with the predicted impact point over Eastern Brazil.

As Winkler gave the word to notify the State Department and other key agencies of the prediction, he picked up the phone to notify NorAD's command director of *Salyut*'s status.

"One of our responsibilities is to keep the NorAD command director informed about where the satellite will enter," said Winkler. "With this information, he'll have an 'expected occurrence' and not a 'threat' when warning sensors go off in the area of the re-entry. The command director is involved with every re-entry because he has the responsibility of assessing whether North America is under a missile or air attack."

With everything in order, Keller settled back at his original console. "The radar on the island of Saipan in the Mariana Islands will be the last sensor to track *Salyut* before it impacts," he told the crew.

At 8:13 p.m. (MST), the captain's console lit up again. "Saipan tracked!" he informed the crew. "Thirteen seconds early."

The captain produced and transmitted another *Salyut* ElSet then returned to the computer to assess its impact point and give the world its final impact prediction on the threatening satellite.

The final impact prediction indicated a re-entry over Central Argentina at 8:44 MST. What remained of the spacecraft after its fiery re-entry into the atmosphere crashed in Central Argentina at 8:44 p.m. (MST), lighting up the night sky over the Andes. □

*Rourke is assigned to the public affairs office, Headquarters, U.S. Space Command, Peterson Air Force Base, Colo.*







# Project *Handclasp* Italy

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*Navy families  
contribute to  
Romanian relief*

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Story and photos by JOC Kip Burke

What began as an effort by Navy spouses in Gaeta, Naples and Sigonella, Italy, to alleviate the suffering of Romanian orphans has culminated in the delivery of \$1 million of medical supplies, books, toys and medicine.

The local collection efforts were combined with the Navy's Project *Handclasp*, a people-to-people program that collects and distributes humanitarian, educational and goodwill materials donated by industry, religious organizations and individuals with distribution by U.S. Navy service members.

Ultimately, some 70 tons of humanitarian materials were delivered to the Romanian capital of Bucharest in March by hand-picked sailors from Navy commands throughout the Mediterranean. The sailors then personally distributed the much-needed supplies to the people who needed them most — clothes for orphans, diapers for new mothers, English books for students.

Other supplies would go to hospitals and nursing homes to ease the lives of the sick and the elderly.

U.S. Ambassador Alan Green Jr. said the thing that impressed the Romanians the most was that the U.S. Navy found time to bring these supplies so soon after the Gulf War. "To them, that shows the heart of the American people," he said.

The hearts of the visiting sailors were touched too, when they held toddlers in their arms at an orphanage. "They've got clothes and toys now," one said, "but look how they need love."

As truckloads of medical supplies and equipment were being delivered to a Bucharest maternity hospital, the hospital's Economic Director Dan Negut said, "Because of our situation after the revolution, we lack medicine, supplies and equipment. Your Navy has offered us these vital things, and we appreciate the thoughts of Navy families during this time of ad-

justment."

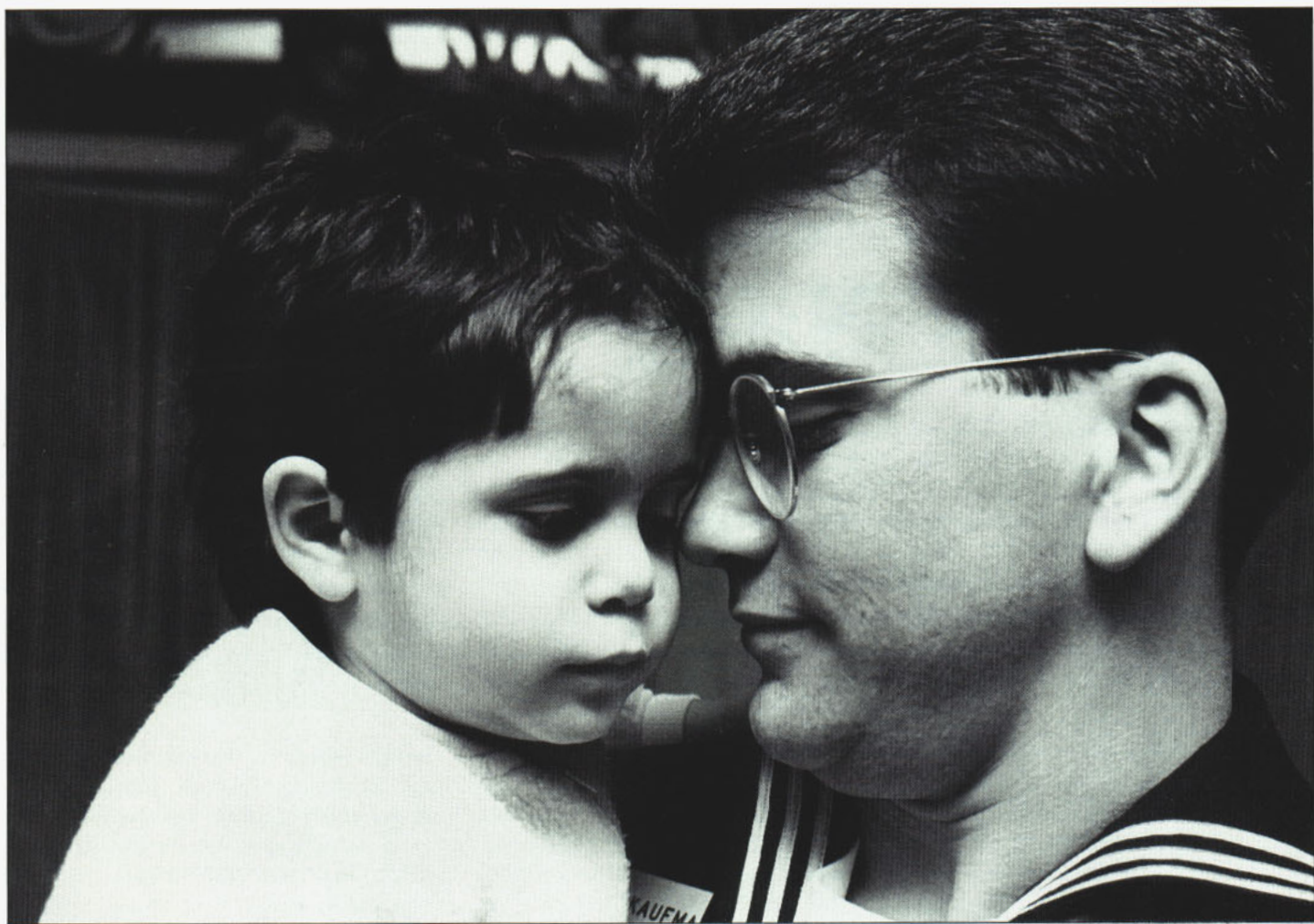
The relief effort had begun more than a year ago, initiated by Dorrie Williams, wife of VADM J.D. Williams, then commander U.S. 6th Fleet.

Dorrie's idea was for the Gaeta Officer's Wives Club "to gather together the needed clothes, toys and medical supplies and have them delivered by a 6th Fleet ship that was making a port visit to Romania in June 1990," said Mary Parker Lamm, who was also instrumental in the project.

Some of the materials were collected locally among Navy families in Gaeta, Naples and Sigonella, Italy. The wives club also sent money to a former member, Nancy Clark, who lived in Norfolk. She was able to purchase diapers, shoes, clothes and toys

**Above: AC1 Ingrid Singleton holds a Romanian orphan at a Bucharest orphanage. She was part of a group of Navy petty officers who delivered Project *Handclasp* relief material.**





at very favorable prices. In addition, she arranged for the donation of more than \$3,000 of stuffed animals from her parents' gift shop in Pennsylvania.

CAPT Don L. Hunter, 6th Fleet's assistant chief of staff for logistics, then informed Project *Handclasp* of the effort and requested their assistance.

Tons of materials were staged to be picked up by 6th Fleet ships preparing to go to Romania. However, the changing political scene in Romania and then the Gulf War, postponed further ship visits to Romania. The gathered materials were stored until this spring, when arrangements were made to deliver the 70 tons of supplies via a U.S. Air Force C-5A *Galaxy*.

To provide a Navy presence for the delivery, a team of sailors-of-the-year from the 6th Fleet and Navy bases in the Mediterranean was lead by Chaplain (LT) Robert Feinberg, 6th Fleet Jewish chaplain.

The visit had a great effect on some of the Navy's goodwill ambassadors.

**Above:** YN2(SS) Geoffrey Kaufman and the other sailors involved in the Romanian Project *Handclasp* gave more to the children than the needed supplies — the human touch. **Right:** RM1 Steven George holds one happy recipient of a panda bear.

Yeoman 2nd Class (SS) Geoffrey A. Kaufman, Sailor of the Year for Submarine Group 8, satisfied a life-long desire to find his roots.

"My father's of Romanian descent, and I've always wanted to come here. Giving something needed makes me feel good," he said. "Now that I've seen their faces, every time I think of Romania, I'll feel Romania and remember the people."

Even greater will be the effect on Air Traffic Controller 1st Class Ingrid J. Singleton's life. Singleton, Sailor of the Year for Commander, Fleet Air Mediterranean, is now in the process of adopting a Romanian child.

"I want to — no, I am — adopting a little girl. I'm starting the paper-



work the minute I get back."

Most important, of course, will be the affect on the needy children and institutions of Romania.

The Navy's effort, said Ambassador Green, "will help Romania move a few steps closer to its goal of good health and happiness for everyone — even the smallest and poorest of its children." □

Burke is assigned to 6th Fleet Public Affairs Detachment, Naples, Italy.



# Tribal Nigerian goes Navy

Story by JO1 Sherri E. Bashore, photos by JO1(AW) Bryan Massey

The Naval Reserve, like its active-duty counterpart, is a melting pot with an international flavor. Just like other members of the Naval Reserve at Forest Park, Ill., Nigerian-born Personnelman Seaman Nnamdi Uzokwe of the Ibo tribe is no ordinary American citizen.

Uzokwe came to the United States from West Africa as an international student in January 1982, following the lead of his eldest brother.

"He was living in Aurora, a suburb [of Chicago] here in Illinois," said Uzokwe about his brother. "He mentioned Roosevelt University [Chicago] to me and had very good things to say about it. He wrote my parents and told them it might be a very good idea for me to come over and attend the university."

The younger Uzokwe now holds a bachelor's degree in political science and a master's degree in international relations from Roosevelt University. He presently works as a litigation paralegal for a law firm in downtown Chicago, and has been accepted to attend Oxford University in Oxford, England to study law. If that isn't notable enough, Uzokwe has goals to someday be an international consultant and registered lobbyist for West African countries.

Three years ago, the Navy became a part of this man's diverse lifestyle when he enlisted in the Naval Reserve. "Not to sound typical, but I figured somehow I owed this country something, after what I have been given," he said. "I think I have benefited from the wonderful people I

have met and from this country."

He chose the Naval Reserve because its part-time aspect allows him to pursue his educational goals.

"The things that interested me the most about the Navy," he said, "[was that] I noticed a particular progression as far as the transition of Navy personnel to civilian-type occupations. It looked to me that because of the emphasis on academics, the Navy has more to offer than any other branch of service."

Uzokwe added that military service in the United States differs a great deal from that found in his native country.

"The greatest difference is there is an element of an incredible elitism with the military establishment in commonwealth countries," he said. "Usually the most privileged people of the society end up joining the military. As a result of that, there isn't much room for waking up someday and deciding — like in this country — that you want to join the military, and all you have to do is walk down to your nearest recruiting station. That just doesn't happen." Uzokwe explained that people in his native country are put on a waiting list to become a member of the elite Nigerian navy.

"They have been there [on the list] for five to seven years," he said. "Then you have to go through a rigorous testing period. So, it is a whole different environment altogether compared to the military in this country."

Uzokwe said his people have mixed



feelings regarding the historical British occupation of Africa. While they are generally grateful for the educational benefits of Western culture which the British brought with them, there is also a general disdain for their colonial mentality that was more concerned with profit than African harmony. This was demonstrated by the building of railroads from the center of Africa to the coast for the exporting of raw materials, instead of building railroads to connect the various communities. This instilled isolation rather than harmony.

Civil war broke out in Nigeria in 1967 and lasted until 1970. The war received almost no media coverage due to the U.S. involvement in Vietnam at the time.

"My father worked for the Biafra government, and I lost three uncles and a brother in the Nigerian civil war," he said. An estimated 4 million lives were lost during those three years of turmoil.

"With the set-up of the military in Nigeria, there is always the attraction for a growing mind to aspire one way or another," Uzokwe said. But his decision to join the U.S. Naval Reserve had one drawback. "My mom doesn't want to lose another son in



the military. She's very apprehensive of the role of the military, but she understands."

Uzokwe was fascinated with America long before he arrived. He was charmed by the wide assortment of people who manage to live together in relative peace. He was drawn by the extensive freedoms that we share — freedoms lacking in his homeland. These aspects of America are what he someday wants to help develop in Africa.

He was inspired by observing his father's discipline, energy and hard work ethics. It influenced Uzokwe to strive to develop those same qualities.

"Discipline is a very essential thing for anyone who wants to succeed in

life," he said. "For people who didn't get it at home or at school, the military is the best possible choice for them."

By the time Uzokwe entered boot camp he had already experienced culture shock because he was a bit older than the average recruit. "It was entertaining," he said laughingly. "I was my own charge because the average person who goes into boot camp is 17 to 19, but a majority of them were the most wonderful group of people I have come across in my life. It was very important for me to find out how to think in this country, especially knowing that some of these people are eventually going to be in a position of leadership someday."

Uzokwe attended Apprenticeship Training immediately following boot camp and then reported to his reserve unit in Illinois. It was there he applied for, and eventually earned his citizenship in April 1989. The next step in his reserve career was personnelman "A" school in Meridian, Miss.

"My initial interest was Intelligence Specialist, but they told me as

a result of the security clearance that the rate required, my parents to also be U.S. citizens," he said. "I was really disappointed. It was the initial program that I had my mind set on."

In the short time Uzokwe has been in the reserves, he has spent three, two-week active-duty tours in North Carolina, London and Norway.

His next military goal is to attain a commission and enter the public affairs field.

With the number of reserve units recalled to serve in support of Operations Desert Shield/Storm, Uzokwe had to make a few adjustments to his normal routine. "I usually take a vacation every December in Africa; last year I couldn't," he said.

Even with the few disappointments Uzokwe has encountered, he doesn't regret his decision to become a member of the U.S. Naval Reserve. His heritage has helped bring a global outlook to the sailors of his unit. It is not only his English accent that adds an international flair, but also his extensive knowledge of Africa that brings a touch of another continent to Forest Park.

"For me it has been a very good experience," he said. "Knowing specifically that I wanted to learn a whole lot more about this country, the people that live in it and their differences. I think the military is an incredible 'lab' for that, for the simple reason that it attracts people from all kinds of backgrounds.

"The opportunities that I have had either through active duty or just in my reserve center talking to people, I think has enriched my life tremendously and it's just something that I am very happy about." □

*Bashore is a staff writer for All Hands. Massey is assigned to Naval Reserve Readiness Command, Region 13. J03 Deborah Kerner, assigned to Naval Reserve Center, Forest Park, Ill., contributed to this story.*

**Left: PNSN Nnamdi Uzokwe points out the needlework on the headgear of his traditional Nigerian clothes. Below: Uzokwe receives training on an Oxygen Breathing Apparatus (OBA) during a drill weekend. He is instructed by DC2 Steven Honyoust who is assigned to the Naval Reserve Maintenance and Training Facility at Great Lakes, Ill.**





## Navy know-how plus political success

Story by JO1 Calvin Gatch Jr

Although he's an enlisted member of the Reserve Naval Construction Force headquartered at Construction Battalion Center (CBC) Gulfport, Miss., Chief Legalman Charles Hipps has a resume that many would envy.

A soft-spoken farm boy, Hipps quickly established a tough reputation as district attorney of the 30th Judicial District of North Carolina. Hipps, who lives in Waynesville, N.C., was elected district attorney of a seven-county area in November 1990.

A former town attorney of both Waynesville and Maggie Valley, N.C.; mayor *pro tempore* of Waynesville; and state senator from the 29th District, Hipps attributes much of his success to skills he has learned since joining the Naval Reserve in 1984 as a legalman first class.

After serving with the Shore Intermediate Maintenance Activity in Asheville, N.C., for a year, he transferred to Reserve Naval Construction Force (RNCF) staff in Greensboro, N.C. The RNCF established a permanent support detachment at CBC Gulfport in 1989.

As a RNCF judge advocate assistant, Hipps helps train reservists in military justice, including administrative separations, standards of conduct, fraternization and sexual harassment. He also does investigative

work, prepares legal memorandums, and revises legal directives. While his Navy superiors appreciate the talents he brings to the job, Hipps in turn is grateful for the opportunities the Navy has given him.

"There are a lot of things I've learned in the Navy, especially in the Seabees. There's no such thing as a perfect world," Hipps said, "but one way or another Seabees find a way to get the job done — even if they have to make their own tools and improvise materials."

Hipps graduated from the University of North Carolina at Chapel Hill. After law school he established a private practice in Waynesville and threw himself into civic activities.

"The community has given me a public education that's allowed me to come up into elected positions," Hipps said. "I want to always remember what I've received and return something to my community."

After serving as Waynesville's attorney and mayor, Hipps was appointed state senator to the 29th District in 1982, to fill an unexpired

**LNC Charles Hipps (right) discusses a legal point with CAPT James B. Tucker, judge advocate of the reserve naval construction force. As the assistant judge advocate, Hipps assists Tucker on a wide range of legal matters affecting the reserve Seabee community.**

term. He won an election to a full term in 1984. While in the state legislature, he was a leader in child protection, criminal justice, environmental and educational issues.

Hipps credits the Navy for the efficiency he brings to the district attorney's office.

"I've learned a lot from the Navy," he said. "Being with the Seabees has given me the chance to show my leadership potential. I've learned management skills that I've transferred to my civilian life."

"Particularly in the job of district attorney, I've been able to incorporate the concept of team building, goal setting and the importance of chain-of-command." □

*Gatch is a reservist assigned to Commander, Reserve Naval Construction Force, Gulfport, Miss.*



U.S. Navy photo



# Bearings

## NADep suggester scores one for flight safety, saves money

One Naval Aviation Depot (NADep) employee's good idea is not only saving the government more than a million dollars, it's also helping ensure flight safety for EA-6B Prowler pilots and crews Navywide.

For Chuck Sterling, a planner and estimator (aircraft) mechanic for Norfolk's NADep, flight safety was one subject that concerned him more and more as he saw the effects of corrosion on the forward and aft canopy frames on the EA-6Bs coming in for repair. If the canopy rails were corroded beyond repair, then the entire canopy, worth approximately \$100,000, would be scrapped.

Sterling wondered why the canopy frames could not be ordered as replacement parts. Having already saved the government \$132,000 in cost-reduction savings through NADep's Project MODE (Make Our Dollars Effective) in 1983, Sterling donned his Sherlock Holmes investigator's hat once again and started his search through parts manuals. The forward and aft canopy frames were never listed as separate pieces of the aircraft, yet after extensive research, Sterling discovered certain numbered assemblies that were not shown in the illustrated parts manual.

With these numbers, he initiated a speculative procurement and found that Grumman Aircraft Corporation could provide a quote for forward and aft canopy beam assemblies. The replacement parts did exist, but they were never included in the parts manual. Sterling then requested that the Aviation Supply Office assign federal stock numbers to the newly-found replacement parts, initiate procurement actions and include beam assembly parts numbers in a supplement to the illustrated parts manual.

When the replacement canopy frames arrived, NADep artisans began

investigate its feasibility. "This suggestion proved that it's feasible to

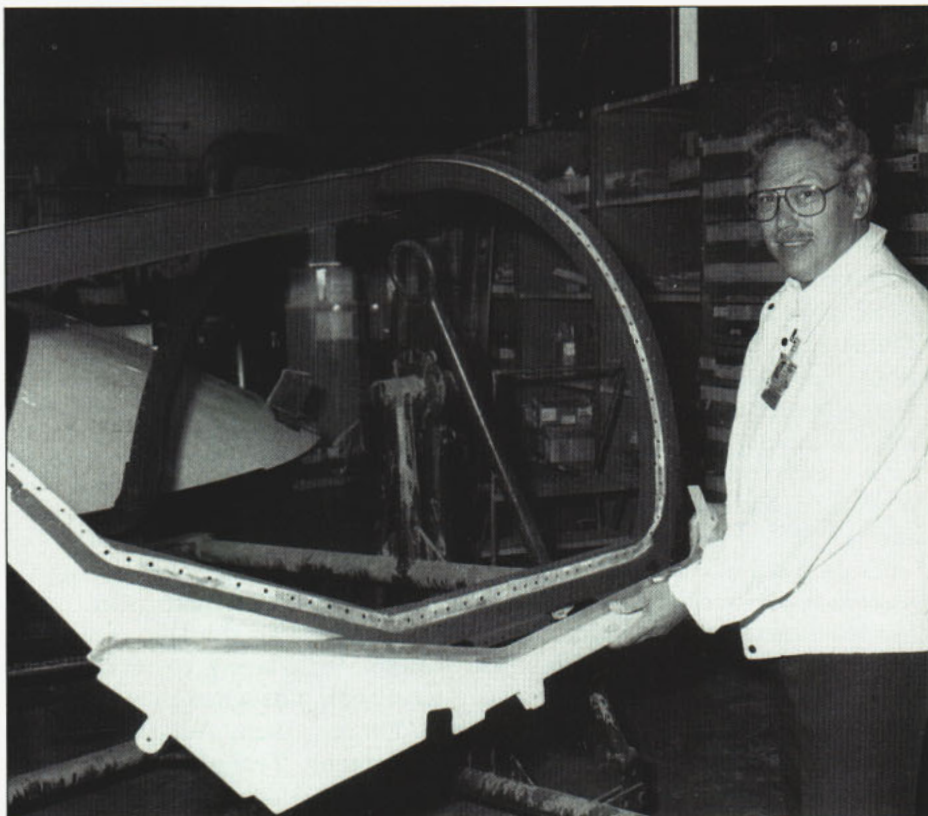


Photo by Andy Andrews

a novel repair procedure that made the canopy like new. Four canopies, originally scheduled to be scrapped, were recovered, repaired and put back in service. At \$15,000 a repair, \$85,000 was saved each time a canopy was restored.

"Our people were able to match and fit the replacement parts with no misalignments, even though they had never performed this process before," said Sterling. "I think they should be commended for that, and the repaired canopy should last the lifetime of the aircraft."

Charles Goff, Sterling's supervisor at the time he submitted the suggestion, encouraged the idea and helped

**Chuck Sterling saved the Navy money by tracking down replacement canopy rails for the EA-6B Prowler.**

replace a major structural member, and every EA-6B in the fleet will benefit," Goff said.

Two other canopies designated for scrap at Naval Supply Center, Oakland, Calif., are in the process of being recovered as well. Goff explained, "It just goes to show, that every effort should be made to prevent scrapping Navy assets." ■

—Story by Robin Willis, assigned to the public affairs office, Naval Aviation Depot, Norfolk.



# Bearings

## USS *Guam* has 145 sailors qualify for warfare pins

As the Persian Gulf War demonstrated, modern technology proved its value — the sophisticated weapons systems of today dominated the battlefield in the air, on land and at sea. In order for these weapons to be so effective, however, trained personnel had to deploy and maintain them.

These modern warriors have dedicated themselves as protectors of the American way of life, constantly training and learning in a commitment to an arduous lifestyle and advancement in their chosen profession. This was never more evident than aboard the amphibious assault ship USS *Guam* (LPH 9) during the crew's eight-month deployment in support of Operations *Desert Shield*, *Eastern Exit* and *Desert Storm*. *Guam*'s warriors set an unprecedented record for their ship by having 145 people earn warfare qualifications.

"Everyone really had precious little time to spare for anything else other than their jobs," said CAPT Charles R. Saffell Jr., *Guam*'s commanding officer. "These folks, however, made that time meaningful. I call it, 'Going above and beyond.' It's simply outstanding."

According to Master Chief Personnelman (SW/AW) Charles L. Clayburn, *Guam*'s command master chief, "We got the program on an even keel following the ship's departure Aug. 19 from its homeport of Norfolk. Once we had the first [qualification] board Sept. 20, the fever seemed to hit. More and more people became involved. Since that time, the ship qualified 27 as enlisted surface warfare specialists (ESWS) and 118 as enlisted aviation warfare specialists (EAWS).

Of the 145 personnel earning their ESWS and EAWS pins aboard *Guam*, 17 are now two-pin holders, two of



***Guam*'s Commanding Officer CAPT Charles R. Saffell Jr. awarded AS3 Robert Sosa his Enlisted Aviation Warfare pin. Sosa was *Guam*'s "Centurian" earning a perfect score of 100 during his oral examination. Sosa was also the 100th person aboard ship to earn a warfare pin.**

which earned both pins during the Gulf War deployment. One other sailor earned his third pin. Two more sailors are waiting to pick up and wear their pins when they make E-4.

One crewman, Aviation Support Equipment Technician 3rd Class (AW) Robert Sosa, earned the praise of all EAWS board members following his oral examination by scoring a perfect "100." It was later learned that Sosa was also the 100th person to earn a warfare pin aboard *Guam*.

The "centurian" said that earning a warfare pin helps in many ways. "It helps you to have a better understanding of the Navy and gives you a bigger picture of how things work," said Sosa. "Earning my pin helped me learn more about the aircraft that I support. Also, I wanted to give myself an edge. My rate is tight as far as advancement is concerned, so I thought this would benefit me in the long run. Plus, no one in my shop was qualified — I wanted to be the first."

Signalman 1st Class (SW) Patrick

A. Strout earned his ESWS pin by setting a goal for himself before deploying. "About a month after we got underway, I was able to start dedicating time toward this goal," he said. "It helped me to better understand what other departments were talking about with their various acronyms and terminology. I have a general idea of what they are talking about now, and how it affects the ship as a whole. It helped me to realize that you can't stop learning. There is always more knowledge to gain, plus it gives you that competitive edge [toward advancement]."

Contributing to the program's success was the attitude of the entire crew pulling together to help each other and making the information available to everyone who wanted to participate. "Once we saw all the interest that was there, we set up classes during the day and evening for both EAWS and ESWS," said Senior Chief Aviation Boatswain's Mate (Plane Handler) (AW) David Fox, EAWS board coordinator. "However, what really enhanced our efforts even more so was the spare time devoted by [AW and SW] qualified personnel in providing information and signatures. This was truly a team concept, which the captain promoted from day one of our deployment."

"We know 145 pins are a record for *Guam*," said Saffell, "but we think it is also a record among the ships who were deployed with us. We think we are the 'top dog' in this category and want to boast about it. I challenge any command to publish their story if they did better." ■

—Story by JOC(AW) G. Scott Mohr assigned to the public affairs office, USS *Guam* (LPH 9).

Photo by AN John A. Collins



# News Bights

**T**he Navy has always encouraged social interaction to enhance unit morale and esprit de corps. But when a friendship becomes unduly familiar or affects a working relationship, it may become a case of fraternization.

Fraternization was one of the many issues addressed by the 1990 Women's Study Group in its Update Report on Women in the Navy. According to the report, "About one-third of women and men surveyed and interviewed across all paygrades claimed that members of their command did not understand the Navy policy on fraternization."

What is fraternization? Fraternization is any personal relationship between an officer and enlisted member which is unduly familiar and does not respect differences in rank and grade. This type of relationship is always inappropriate, even when there is no command relationship between the two members. Fraternization is also any officer-officer or enlisted-enlisted relationship which is unduly familiar and does not respect differences in rank and grade where a senior-subordinate supervisory relationship exists. Fraternization is gender neutral, that is, relationships of this nature do not have to be male-female to be considered fraternization.

Officer-officer and enlisted-enlisted personal relationships are acceptable provided that the members do not have a senior-subordinate relationship in the chain of command.

The Navy is serious about preventing fraternization, as proven recently when two Navy officers from a West Coast command were reassigned and fined a total of \$4,500. In 1990, two other Navy officers forfeited a total of \$30,000 after being found guilty of fraternization in a court-martial.

OpNavInst 5370.2, the Navy's official policy statement regarding fraternization, is scheduled to be updated once the Navy receives new guidance from the Department of Defense later this year.

\* \* \*

**P**reserving the human involvement in the history of naval aviation is the new driving force of the National Museum of Naval Aviation's curatorial department.

To accomplish this task, department personnel are "beating the bushes" to gain the appropriate memorabilia from naval aviators. Particular emphasis is being placed on gathering American Volunteer Group (AVG) World War II, Korean and Vietnam War memorabilia which is practically non-existent in the collection.

The museum will display these articles and items that were "liberated" from enemy personnel. This includes Japanese, North Korean and North Vietnamese uniforms, flags, weapons, swords and medals.

If you possess any of these relics and would be willing to donate them, please contact Robert Macon or Jim Presley by writing to the National Museum of Naval Aviation, Naval Air Station, Pensacola, Fla. 32508-6800 or telephone (904) 452-3604.

\* \* \*

**B**ishop Joseph T. Dimino, Auxiliary Bishop of the Archdiocese for the Military Services and a former Navy chaplain, was named Archbishop for the Roman Catholic Archdiocese for the Military Services May 14 by Pope John Paul II.

Dimino will succeed Archbishop Joseph T. Ryan who served as the first Archbishop of the Military Archdiocese. Ryan, who was appointed in 1985, submitted his resignation as required by church law on his 75th birthday, Nov. 1, 1988. Pope John Paul II recently accepted the resignation with the appointment of Archbishop Dimino.

\* \* \*

**T**he new enlisted performance evaluation manual has been approved and will be distributed to the fleet soon. The manual is designed to serve as an easy to use reference for preparation of enlisted evaluations.

The most significant change to the manual references who can sign evaluations. Commanding officers and officers-in-charge can now delegate authority for chief petty officers, junior officers and civilian GS-11s and 12s to sign evaluations for petty officers third class and below (E-4 through E-1). The minimum grade for signing evaluations on E-5s and above remains at lieutenant commander, GM-13 or the equivalent.

The new evaluation manual also clarifies the way commanding officers may divide personnel for peer ranking. This change will especially benefit COs of an aircraft carrier or major shore installation who have large numbers of senior enlisted.

The changes are part of an extensive review of the enlisted evaluation manual by the Bureau of Naval Personnel, similar to the overhaul of the officer fitness report instruction last year.

Other changes in the new Navy Enlisted Evaluation Manual include eliminating the requirement to rank E-9s with 4.0 evaluations, eliminating the summary block for E-4 and below and expanded guidance for writing an effective narrative. □



# Mail Buoy

## Simply marvelous

I thought your article on AOCS in the May edition was just excellent. It is so refreshing when someone actually makes something readable. Everything I read seems so boring that I just had to commend you for writing an exciting and interesting account that left me breathless. I could feel that candidate's anxiety, when he knew the DI would be coming down the hall to wreak havoc on his room next.

I love words, and I thought your descriptions were fine. I will be looking at *All Hands* with renewed interest after having read your article. I do hope you share your knowledge about how important it is to capture your audience by setting the mood with others in the writing community. Again, congratulations on a well-written article.

—SK2 Kimberly Davison  
Naval Station Annapolis, Md.

## "We were there. . ."

In past issues, you have printed articles about ships that are deployed in the Gulf and being away from home for seven months.

Amphibious Ready Group Alpha, which includes USS *Durham* (LKA 114), USS *Okinawa* (LPH 3), USS *Ogden* (LPD 5) and USS *Cayuga* (LST 1186), have been deployed since June 20, 1990, from San Diego, Calif.

Being the first five ships on station here in the Gulf and making our way home now, this will be a 10-month deployment. It seems to me that no one recognizes that we were even here in the Gulf.

—MM3 T.D. Hines  
USS *Durham* (LKA 114)

I am a monthly reader of *All Hands* magazine, and I am very disappointed with your [lack of] recognition of forward-deployed naval ships.

When other U.S. ships deployed for the Persian Gulf, there were sympathy articles, parties and news specials for them. As the forwardly deployed ships, which were the first to enter the Persian Gulf, along with USS *Independence* (CV 62), recognition was little and none! Why is that? Later, after Operation *Desert Storm*, when CONUS homeported ships returned to the states, they were greeted well. Our return to Sasebo, Japan, was no more than another overseas port visit.

I am a radioman stationed on USS *Dubuque* (LPD 8) and we had to go directly into [Operation] *Valiant Usher* after being in the Persian Gulf. Shortly thereafter, we had to serve as a flagship for Exercise *Team Spirit* in March. Why can't we get noticed?

—AA Carlos Wallace  
USS *Dubuque* (LPD 8)

• All Hands apologizes to any unit or ship that feels slighted by our coverage. Unfortunately, we can't be everywhere and write everything. With our limited staff we rely heavily on submissions from units and ships. Releases don't have to be written by a journalist or a public affairs officer, but must be released through the command. Good photographs are highly sought. Let the world know what you are doing through All Hands.— ed.

## Who came first?

I received two copies of *All Hands*, March '91, and April '91, in today's mail. The March '91 edition featured the new commanding officer (C12/27/90) of USS *Opportune* (ARS 41) quoting: "The first female commanding officer of a U.S. Navy ship."

I believe the first female commanding officer of a U.S. Navy ship occurred over a year ago. I don't recall her name, but the ship was USS *Cape Cod* (AD 43). Am I correct?

—Len Ennico  
USS *LaVallette* (DD 448) Assn.

• CDR Deborah Gernes was the executive officer of USS *Cape Cod* and was the first woman surface warfare officer to command qualify for an afloat Navy command in November 1988. LCDR Darlene Iskra is the first woman to become commanding officer of a U.S. Navy ship.— ed.

## Safety first

Safety is an ongoing topic in the Navy. We work in a safety-minded environment with training lectures and films. The Navy spends a lot of time and money educating everyone from E-1s to O-9s. The January 1991, number 886 issue of *All Hands*, featured the *All Hands* photo contest. In this issue there is a photo on the back cover of an AD2 working on the tail rotor section of a Helicopter Squadron

Light 94 helo. What's wrong with this picture? Anytime you're using a B-4 stand, you're required to wear appropriate safety equipment. At first glance this is an excellent picture, but look closely. This AD2 looks as if he's working hard, but if he was to take a fall from his B-4 stand, he would likely be hurt because his cranial is not strapped on! Where was the supervisor, CDI, QAR or the safety officer? Safety is everyone's concern, not just the person doing the maintenance. The giant flag as a backdrop is a great effect, but unless we follow safety standards, the great old flag might be folded and handed to a loved one.

—AD3 Marjorie Santos  
AIMD, NAS Agana, Guam

# Reunions

• **PB4Y-1 Liberator and PB4Y-2 Privateer** — Reunion Aug. 22-25, Santa Clara, Calif. Contact Ronald R. Sathre, 31262 San Andreas Drive, Union City, Calif. 94587; telephone (415) 471-7727.

• **USS Tortuga (LSD 26)** — Reunion Sept. 4-8, San Diego. Contact David L. Waldron, P.O. Box 235, Paris, Mich. 49338-0235; telephone (616) 832-2189.

• **448th Bomb Group** — Reunion Sept. 5-7, Hampton, Va. Contact Cater Lee, P.O. Box 850, Foley, Ala. 36536; telephone (205) 943-7000.

• **USS Woolsey (DD 437)** — Reunion Sept. 5-8, Braintree, Mass. Contact John Kenes, 108 Wayside Drive, Uniontown, Pa. 15401; telephone (412) 437-1220.

• **USS William P. Biddle (AP 15)** — Reunion Sept. 5-8, Norfolk. Contact D.G. Skouse, P.O. Box 1638, Independence, Mo. 64055; telephone (816) 478-3403.

• **USS Semmes (DDG 18)** — Reunion Sept. 13, Charleston, S.C. Contact LTJG Chenard, USS *Semmes* (DDG 18), FPO Miami 34093-1248.

• **USS Capps (DD 550)** — Reunion Sept. 13-15, New Orleans. Contact Earl Beadle, 1203 West St., Pine Bluff, Ark. 71602; telephone (501) 247-3702.

• **USS Pondera (APA 191)** — Reunion Sept. 14-15, Indianapolis. Contact Kenneth Fine, Box 64, Braddyville, Iowa 51631; telephone (712) 589-3544.



# Reunions

• **USS Northampton (CA 26)** — Reunion Sept. 15-19, Bahamas Cruise. Contact John Robertson, 5819 N. Andrews Way, Fort Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **USS Madison (DD 425)** — Reunion Sept. 16-19, Wildwood Crest, N.J. Contact Arthur Norgard, 2 Dune Lane W. Beach Haven, N.J. 08008; telephone (609) 492-4941.

• **USS Walter B. Cobb (APD 106)** — Reunion Sept. 18-22, San Diego. Contact James G. Plough, 531 Cliff Lane, Jefferson City, Tenn. 37760; telephone (615) 475-2970.

• **USS Princeton (CVL 23) Association of World War II** — Reunion Sept. 18-22, Orlando, Fla. Contact Sam Minervini, 251 Marlboro Road, Wood Ridge, N.J. 07075.

• **USS LaVallette (DD 448)** — Reunion Sept. 18-21, Seattle. Contact Charles L. Gott, 18534 64th Ave. N.E., Seattle, Wash. 98155; telephone (206) 485-4678.

• **CruDiv 12, USS Cleveland (CL 55), USS Columbia (CL 56), USS Montpelier (CL 57) and USS Denver (CL 58)** — Reunion Sept. 18-22, Louisville, Ky. Contact Ed Ireland, 7633 Hillshire Court, Saginaw, Mich. 48603-4218.

• **USS Saucy (PG 65)** — Reunion Sept. 18-22, Nashville, Tenn. Contact S.D. Breckinridge, 395 Redding Road, No.13, Lexington, Ky. 40517; telephone (606) 272-6087.

• **USS Estes (AGC 12)** — Reunion Sept. 18-22, Charleston, S.C. Contact Noah Joyner, 44 Longstreet Road, Weldon, N.C. 27890; telephone (919) 536-4283.

• **USS Brown (DD 546)** — Reunion Sept. 19-21, St. Louis. Contact O.K. Poulson, 8619 Nicholas St., Omaha, Neb. 68114; telephone (402) 391-4736.

• **USS Begor (APD 127)** — Reunion Sept. 19-21, Erie, Pa. Contact Harold M. Elson, 39623 Iolani Court, Fremont, Calif. 94538; telephone (415) 657-2822.

• **USS Russell (DD 414)** — Reunion Sept. 19-21, San Francisco. Contact W. Singleterry, 4544 62nd St., San Diego, Calif. 92115; telephone (619) 582-1337.

• **USS Waller (DD/DDE 466)** — Reunion Sept. 19-21, Seattle. Contact Ralph O. Brown, 4880 N.W. El Camino Blvd., Bremerton, Wash. 98312; telephone (206) 692-6482.

• **USS Card (CVE 11), VC 1/8/9/12/55** — Reunion Sept. 19-21, Charleston, S.C. Contact Joe Macchia, 8290 Melrose Road, Melrose, Fla. 32666.

• **USS LCS(L) (1-130)** — Reunion Sept. 19-21, Jacksonville, Fla. Contact Lester O. Willard, 15 Jonathan Road, Selinsgrove, Pa. 17870-9232; telephone (717) 743-7198.

• **USS Markab (AD 21)** — Reunion Sept. 19-21, New Orleans. Contact M.B. Dyer, 6644 Ahekola Creek, Bay St. Louis, Miss. 39520; telephone (601) 255-7970.

• **Naval Airship Association** — Reunion Sept. 19-21, Pensacola, Fla. Contact Robert Clancey, 10045 Fox Run Road, Pensacola, Fla. 32514; telephone (904) 477-9875.

• **USS Cushing (DD 376/797/985)** — Reunion Sept. 19-21, Omaha, Neb. Contact Frank Managano, 719 Hickory St., Omaha, Neb. 68108; telephone (402) 422-1259.

• **USS West Point (AP 23)** — Reunion Sept. 19-21, Seattle. Contact John E. Daniel, 3728 S. Fuller, Independence, Mo. 64052; telephone (816) 252-3822.

• **USS Straub (DE 181)** — Reunion Sept. 19-22, Bahamas Cruise. Contact John Robertson, 5819 N. Andrews Way, Fort Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **USS Lunga Point (CVE 94)** — Reunion Sept. 19-22, Charleston, S.C. Contact Mike Curtis, 1728 Forest Drive, Portage, Mich. 49002.

• **USS Daly (DD 519)** — Reunion Sept. 19-22, Des Plaines, Ill. Contact Walter A. Johnson, 1 Edgewood Road, Windham, N.H. 03087-2106.

• **USS Dixie (AD 14)** — Reunion Sept. 19-22, St. Louis. Contact Leo A. Jorwic, 12784 Stoneridge Drive, Florissant, Mo. 63033; telephone (314) 741-6068.

• **USS Dayton (CL 105)** — Reunion Sept. 19-22, St. Augustine, Fla. Contact Len Davis, 785 Little Neck Road, Virginia Beach, Va. 23452; telephone (804) 340-0143.

• **USS Burleigh (PA 95)** — Reunion Sept. 19-22, Evansville, Ind. Contact Carl Bell, 1470 Cranbrook Drive, Hermitage, Pa. 16148; telephone (412) 342-7598.

• **USS Blue (DD 387/744)** — Reunion Sept. 19-22, Lexington, Ky. Contact John M. Prewitt, 316 N. Maysville St., Mount Sterling, Ky. 40353; telephone (606) 498-3375.

• **Association of Minemen** — Reunion Sept. 19-22, Long Beach, Calif. Contact the Association of Minemen, P.O. Box 71835, Charleston, S.C. 29415; telephone (803) 797-0841.

• **USS Robert L. Wilson (DD/DDE 847)**

— Reunion Sept. 19-22, Nashville, Tenn. Contact Dominic Aliberti, 335 Aura Road, Layton, N.J. 08312; telephone (609) 881-0262.

• **USS Saginaw Bay (CVE 82) and VC 78/88** — Reunion Sept. 19-22, San Antonio, Texas. Contact Earl Homman, 4220 Old Mill Road, Lancaster, Ohio 43130.

• **USS Fessenden (DE/DER 142)** — Reunion Sept. 19-22, Virginia Beach, Va. Contact Mike Kirsch, 428 Willow Bend Drive, Chesapeake, Va. 23323; telephone (804) 487-6122.

• **VP 11/51/54, VB/VPB 101 and PATSU 1/2** — Reunion Sept. 19-22, Lexington, Ky. Contact G.K. Harmon, 1700 E. Main, Greenup, Ky. 41144; telephone (606) 473-7086.

• **USS Richmond (CL 9)** — Reunion Sept. 19-22, Richmond, Va. Contact C. Patrick Doran, 418 Crest Drive, Northvale, N.J. 07647; telephone (201) 767-1728.

• **USS Harold J. Ellison (DD 864)** — Reunion Sept. 19-22, Cherry Hill, N.J. Contact Gordon W. Gormley, 52 N. Common Road, Westminster, Mass. 01473; telephone (508) 874-0008.

• **USS Ethan Allen (SSBN 608)** — Reunion Sept. 20-22, Norwich, Conn. Contact Edward H. Pack, P.O. Box 261, Leoyard, Conn. 06339; telephone (203) 536-1248.

• **Junior Officer Cryptologic Career Program** — Reunion Sept. 21, Ft. Meade, Md. Call the Navy representative, 20th Anniversary celebration planning committee at (301) 688-8768 or Autovon 235-8768.

• **USS Worcester (CL 144) Association** — Reunion Sept. 22-24, Worcester, Mass. Contact Charles P. Wagner Jr., 722 Coachlite Way, Winter Park, Fla. 32792; telephone (407) 678-7430.

• **125th Naval Construction Battalion** — Reunion Sept. 23-25, Estes Park, Colo. Contact John Luse, 1 Quantock Hills Drive, Della Vista, Ark. 72714; telephone (501) 855-3624.

• **USS Helm (DD 388)** — Reunion Sept. 23-26, Santa Rosa, Calif. Contact Richard "Stinger" Steel, 1259 Wanda Way, Santa Rosa, Calif. 95405; telephone (707) 544-0807.

• **USS Zeilin (APA 3)** — Reunion Sept. 23-26, St. Louis. Contact R.W. "Rudy" Neumann, 324 Brian Court, Redland, Calif. 92374-5505; (714) 794-3554.

• **USS Tillman (DD641)** — Reunion Sept. 23-27, Reno, Nev. Contact Bill Wenzel, 2185 Beaumont Ave. N.W., Mas-



# Reunions

sillon, Ohio 44647; telephone (216) 833-5809.

• **USS Wickes (DD 578)** — Reunion Sept. 24-26, Columbus, Ohio. Contact Daniel B. Shepherd, 1810 Hull Road, Sandusky, Ohio 44870; telephone (419) 626-9955.

• **USS Mayo (DD 422)** — Reunion Sept. 25-29, Brookline, N.H. Contact Dick Slominski, 9682 Savage Road, Holland, N.Y. 14081; telephone (716) 537-9914.

• **USS Metcalf (DD 595)** — Reunion Sept. 25-29, Wilmington, N.C. Contact John M. Chittum, 350 S. Walnut St., Huntington, W.Va. 25705-3514; telephone (304) 523-6963.

• **USS Chandeleur (AV 10)** — Reunion Sept. 25-29, Johnson City, Tenn.; telephone (703) 854-5076.

• **USS Marsh (DE 699)** — Reunion Sept. 25-29, Las Vegas, Nev. Contact John F. Cullinan, 2920 Karen Drive, Chesapeake Beach, Md. 20732; telephone (301) 257-6322.

• **USS Mayrant (DD 402)** — Reunion Sept. 26-28, Westlake, Ohio. Contact Edward S. Wilkins, 3430 Lexington Ave., Lorain, Ohio 44055; telephone (216) 244-5462.

• **USS McDermut (DD 677)** — Reunion Sept. 26-29, Baton Rouge, La. Contact C.H. Pippitt, 2156 University Court, Clearwater, Fla. 34624; telephone (813) 461-2904.

• **USCG/US Machias (PF 53), Escort Division 33** — Reunion Sept. 26-29, Metairie, La. Contact John R. Jones, 806 Helene St., Wantagh, N.Y. 11793; telephone (516) 731-0442.

• **USS Flint (CL 97)** — Reunion Sept. 26-29, San Diego. Contact Robert M. Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503.

• **USS Hammann (DD 412) and USS Gansevoort (DD 608)** — Reunion Sept. 26-29, Minneapolis. Contact Clyde A. Conner, Route 1, Box 1, Grafton, W.Va. 26354-9702; telephone (304) 265-3933.

• **USS McDougal (DD 358)** — Reunion Sept. 26-29, Myrtle Beach, S.C. Contact Bob Hango, 13751 S.E. 128th, Clackaman, Ore. 97015; telephone (503) 698-5574.

• **USS Fowler (DE 222)** — Reunion Sept. 26-29, Orlando, Fla. Contact Tom Brady, 7 Del Sol, Port St. Lucie, Fla. 34952; telephone (407) 335-5835.

• **Battle of Ormoc Bay, USS Sumner (DD 692), USS Moale (DD 693) and USS Cooper (DD 695)** — Reunion Sept. 26-29,

St. Louis. Contact Russ Catardo, 936 Garfield Ave., Ardsley, Pa. 19038.

• **USS Quincy (CA 71)** — Reunion Sept. 26-29, Pittsburgh. Contact Mr. Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861; telephone (401) 728-3063.

• **USS Fletcher (DD/DDE 445)** — Reunion Sept. 26-29, Baton Rouge, La. Contact John V. Jensen, 3918 Conlon Ave., Covina, Calif. 91722; telephone (818) 337-2646.

• **USS Andromeda (AKA 15)** — Reunion Sept. 26-29, Myrtle Beach, S.C. Contact Louis Guffy, Rural Route 1, Byron, Okla. 73723; telephone (412) 751-3554.

• **USS Foote (DD 511)** — Reunion Sept. 26-30, Denver. Contact Wilbur V. Rogers, 12243 Brookshire Ave., Baton Rouge, La. 70815; telephone (504) 275-9948.

• **USS Mannert L. Abele (DD 733)** — Reunion Sept. 27-28, Newport, R.I. Contact Roy Andersen, 13 Algonquin Road, Worcester, Mass. 01609; telephone (508) 757-4980.

• **USS Jack C. Robinson (APD 72)** — Reunion Sept. 27-29, Pigeon Forge, Tenn. Contact James A. Blair, Route 3 Box 89, Tellico Plains, Tenn. 37385; telephone (615) 253-2404.

• **USS Bagley (DD 386)** — Reunion Sept. 27-29, Reno, Nev. Contact Walter S. Morley, P.O. Box 608, West Dennis, Mass. 02670; telephone (508) 398-8553.

• **VS 25** — Reunion Sept. 27-29, San Diego. Contact Dick Forsythe, 53 Graymoor Lane, Olympia Fields, Ill. 60461.

• **FASRON 118** — Reunion Sept. 27-29, San Diego. Contact W.J. "Pappy" Kuhn, 3605 N.E. 48th St., Kansas City, Mo. 64119; telephone (816) 454-8376.

• **USS Fiske (DD/DDR 842)** — Reunion Sept. 27-29, Middletown, R.I. Contact Clifford J. Myers, 53 Old Fort Road, Newport, R.I. 02840.

• **USS Salem (CA 139) and Marine Detachment** — Reunion Sept. 27-29, Washington, D.C. Contact Bob Daniels, P.O. Box 34303, Indianapolis, Ind. 46234; telephone (317) 271-6850.

• **USS LCI(L) 445** — Reunion Sept. 27-29, Phoenix, Ariz. Contact Frank Cerra, Rural Delivery 1, C68 Huemer Lane, Chester, N.J. 07930; telephone (201) 879-7931.

• **USS Randall (APA 224)** — Reunion Sept. 27-29, Amarillo, Texas. Contact John J. Walsh, 70-12 60th Lane, New York, N.Y. 11385; telephone (718)

456-2826.

• **USS Casablanca (CVE 55) World War II** — Reunion Sept. 29-Oct. 2, Indianapolis. Contact Milton H. Rowe, 241 Deerfield Road, Camp Hill, Pa. 17011; telephone (717) 761-8526.

• **USS Taylor (DD/DDE 468)** — Reunion Sept. 29-Oct. 3, Bahamas Cruise. Contact John Robertson, 5819 N. Andrews Way, Fort Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **U.S. LST Association** — Reunion September 1991, New Orleans. Contact Bob Garner, HC 52, Box 362, Hemphill, Texas 75948; telephone (409) 579-3732.

• **USS Coghlan (DD 606)** — Reunion September 1991, Nashville, Tenn. Contact Pat Taquary, 147 N. Fiji Circle, Englewood, Fla. 34223; telephone (813) 475-6413.

• **USS Salt Lake City (CA 25/SSN 716)** — Reunion September 1991, Las Vegas, Nev. Contact Myron Varland, 458 Argos Circle, Watsonville, Calif. 95076.

• **USS Harding (DD 625/DMS 28)** — Reunion September 1991, San Diego. Contact G. Taylor Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

• **USS LST 886** — Reunion September 1991, New Orleans. Contact Joseph McAuley, 89 Jeanette Ave., Staten Island, N.Y. 10312; telephone (718) 984-4349.

• **Coast Artillerymen - Hawaiian Department (1932-1942)** — Reunion September 1991, Hampton, Va. Contact D.M. Cooper, P.O. Box 142, Glen Dale, W.Va. 26038; telephone (304) 845-0880.

• **USS Lake Champlain (CV/CVA/CVS 39)** — Reunion September 1991. Contact Phillip E. Nazak, P.O. Box 34, Vestal, N.Y. 13851-0034; telephone (607) 729-4783.

• **USS Pecos (AO 65)** — Reunion September 1991, Cleveland. Contact Walter Socha, 17392 Kinsman Road, Middlefield, Ohio 44062; telephone (216) 632-1320.

• **USS Gulfport (PF 20)** — Reunion September 1991, Cincinnati. Contact Arthur B. Noonan, 509 Hawthorne St., Covington, Ky. 41014; telephone (606) 581-6423.

• **USS ABSD -2** — Reunion September 1991, Portsmouth, N.H. Contact Don Pageotte, 10 Pearl St., Somersworth, N.H. 03878.

• **USS Talbot (DEG/FFG 4)** — Reunion proposed. Contact Bob Crawford, 4411 Sherrod St., Pittsburgh, Pa. 15201; telephone (412) 687-7274.



# **ALL HANDS** Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

All entries must be Navy related. Photos need not be taken in the calendar year of the contest.

**Professional competition** includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

**Amateurs** may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the five groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOCS Bob Rucker at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

**ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1991.**

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

## **Single-image feature**

- ☐ Black-and-white print
- ☐ Color print or transparencies (Prof.)
- ☐ Color print or transparencies (amateur)

## **Photo story**

- ☐ Black-and-white
- ☐ Color print or transparencies

Name: \_\_\_\_\_

Rate/rank: \_\_\_\_\_

Command: \_\_\_\_\_

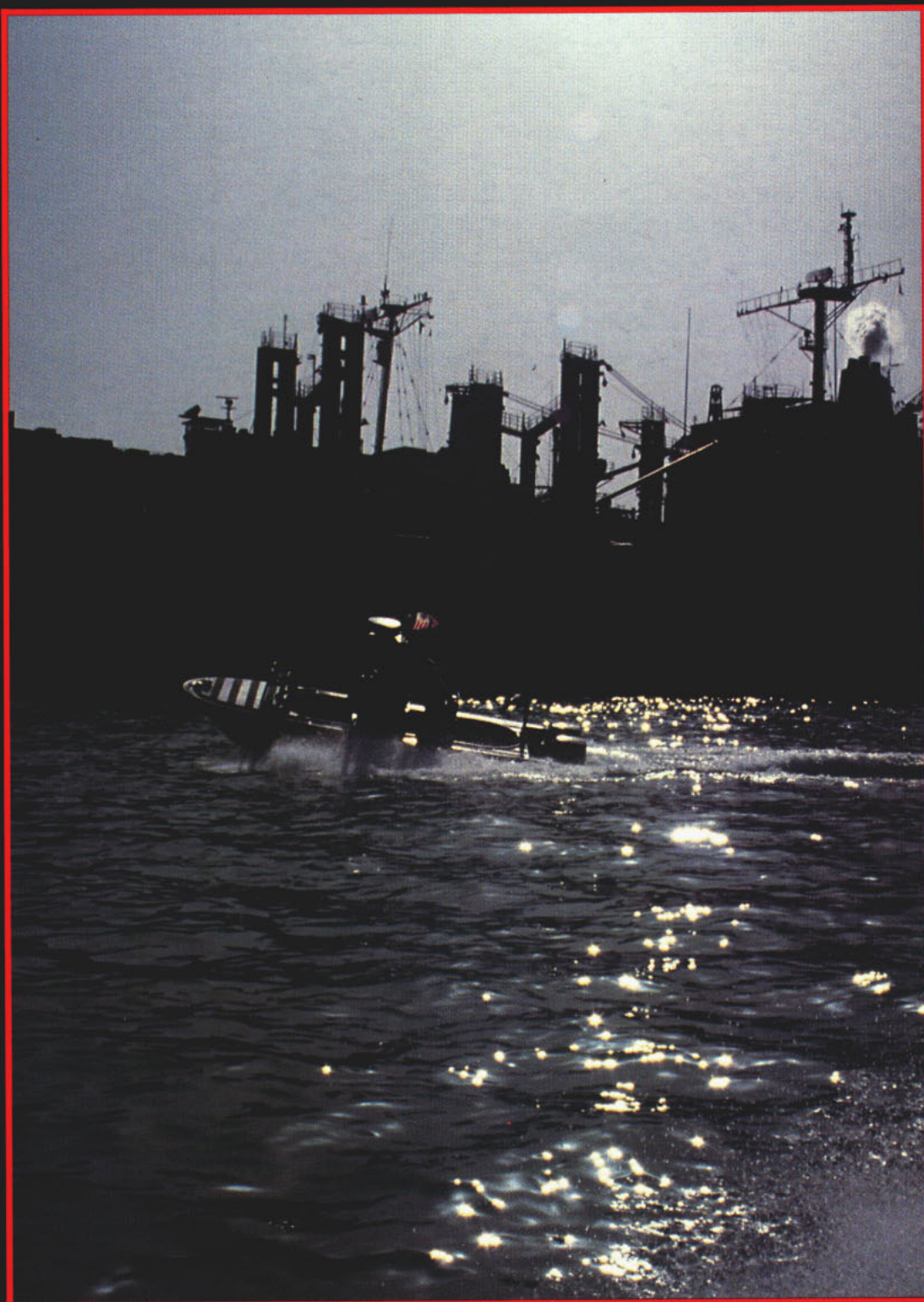
Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Send entries to:

*All Hands* magazine Photo Contest  
Navy Internal Relations Activity  
601 N. Fairfax St., Suite 230  
Alexandria, Va. 22314-2007





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